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Coach and Bus Week is published by Emap Automotive, part of Emap Business Communications, Wentworth House, Wentworth Street, Peterborough PE1 1DS
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Back issues 0181 956 3062

CBW is available only by pre-paid subscription

Annual subscription UK £49 per year

Annual Subscription Europe and Eire £92. **Overseas** £124

All rates include postage

Typesetting and origination: Goodfellow & Egan, Orton Southgate, Peterborough

Printing: William Gibbons, Wolverhampton

Contributions should be sent to The Editor, *Coach and Bus Week*, Wentworth House, Wentworth Street, Peterborough PE1 1DS

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ISSN 1351-3877

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COACH TOURISM



School transport: it's good to talk

LISTENING to local authority delegates at the PTRC's annual schools transport conference (see page 14) was like listening to the industry's own debate on the subject.

Public transport co-ordinating officers came up with the same answers to the same problems, such that it seemed inconceivable that public procurers and transport providers ever fall out. But fall out they do.

Cynical observers would identify the conflict as a natural consequence of operators wanting more money from impoverished councils; commercial greed versus economy. But the real issue that separates the two is the illusionary chasm between academia and native cunning. As a result, the industry forgets to listen to councils and vice versa, coming to the independent conclusions over a much longer period.

In many respects local authorities have failed operators, formulating public transport systems independently of commercial considerations, then bleating when well-intentioned projects go over budget. Operators who delight in saying 'told you so' have missed the point; in the public's eyes, it is the system that has failed them, regardless of who organises it.

Buoyed by the new Labour Government, many councils seem to be forging ahead with new ideas, and it should be of great worry to this industry that it is only the reactive part of what

should be an equal partnership. Coach and bus operators have plenty of good, lateral ideas; we hear them every week. It's time the industry began to share more of them with local authorities which, on the whole, are now committed to reducing the car's impact.

■ *CBW* has endeavoured to keep readers fully up to date with the seatbelt retrofit controversy which reached new levels of intensity with the BUSK pull test screened on the BBC's *Here & Now* TV programme.

A test by *Elite* (*CBW*, 29 March) was geared to clear the air and prove the job could be done and, inevitably, the letters pages of this magazine have been full of our readers' response.

Those published last week encapsulated the arguments and on page 25 of this issue Pat Harris replies on behalf of BUSK.

The saga will doubtless go on but for the time being we must call a stop and give room to the other issues which concern operators of coaches and buses.



Mike Morgan,
Editor

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events

1 June: Valley Lines Festival of Transport, and Bus & Coach Wales, Barry Island, Vale of Glamorgan. Details from Glyn Bowen, on 01443 693087

1-6 June: 52nd UITP Congress, Stuttgart, Germany, includes Worldwide Exhibition of Public Transport running parallel from 2-5 June. Details on 32 2 673 61 00 or fax 32 2 660 10 72

12 June: Buses Worldwide meeting, Fred Tallant Hall, 153 Drummond Street, London NW1, 7pm. Details from Ian Johnston, 3 Cypress Drive, Fleet, Hants GU13 9HE

22 June: 2nd Classic Auto-Motion historic vehicle exhibition, Transport Research Laboratory, Crowthorne, Berks. Details from W. Ackroyd, 1 Hawthorn Road, Send, Ripley, Surrey GU23 6LH

11-13 July: Mobility Roadshow, Transport Research Laboratory, Crowthorne, Berkshire. Details from Jacqui Jones or Jan Gethings, tel 01344 661010 or 01344 661020. Fax 01344 661009. Email mavis.dot.crow@tmet.uk

1-5 September: 25th European Transport Forum Annual Meeting, Brunel University, Uxbridge, London. Details and full copies of call for papers on 0181 741 5993, fax 0181 741 5993

21 September: Titan Day, Amberley Museum, West Sussex. Exhibitors contact Alan Lambert, 7 Nursery Close, Emsworth, Hants P10 7SP

9-11 October: Coach and Bus '97, National Exhibition Centre, Birmingham. Contact Steve Rooney, on 0171 240 5800, fax 0171 240 5805

16 - 18 October: Mitcar, Paris. Details 00 33 141 299727

17 - 22 October: Coach and Bus '97, Hallen, Kortrijk, Belgium. Details 00 32 51 226060.



"RIGHT LADS, IT'S NATIONAL BUS DRIVER OVERTIME WEEK"

▼ Coach and Bus

Green campaigns

THE coach and bus industry gets a boost next month with a series of Don't Choke Britain environment campaigns.

Breathe Easy Week starts this weekend, 31 May; National Bike Week from 7 to 15 June; Green Transport Week from 14 to 20 June; Walk To School Week from 16 to 20 June; and National Car Free Day is 17 June.

The Don't Choke Britain Campaign was launched yesterday (30 May) by transport minister Glenda Jackson MP at the Charing Cross Hotel in London.

▼ Coach

A new look for Heyfordian fleet

HEYFORDIAN is repainting its entire fleet of 70 vehicles in its new livery as part of a marketing drive into other business. The Oxfordshire operator, which celebrates its 50th year of trading in 1998, has already made inroads into incoming tour work alongside its estab-

lished tour and hire work.

But the repainting exercise is being hampered by the new season: "It's unexpectedly busy," said marketing manager Yolanda Ball. "It's been a question of finding enough time to get the vehicles into the paint shop."

▼ Coach and Bus

School transport survey shock

A MERSEYTRAVEL schools education officer says surveys of north-western schools show that a quarter of all secondary school children have never travelled by bus.

Alison Mansell told delegates at a schools transport conference, run by PTRC and Sián Thornthwaite consultancies, that children were not reluctant to travel by bus but that decreased use of buses by their parents led to ignorance of the system.

"Children up to 10 years old in particular have never learned to use public transport but actually think it's a big adventure," said Mrs Mansell. "Buses allow older children to get out on their own but, before they consider buses, they are swayed by car advertising."

She said that a Merseytravel education pack followed the National Curriculum at key stages two and three, around the time that

children go from primary to secondary school. Focussing on using the bus network, the environmental benefits, behaviour and attitude to buses, and pushing the notion that people 'own' the system had improved ridership.

"It's a question of getting teachers on our side," said Mrs Mansell.

■ A full report of the conference appears on page 14.

▼ Coach

London

Kent Green Line deal means biggest

by Mark Williams

LONDON Coaches (Kent) has taken over the 28-vehicle Kent Green Line operation run by Cowie subsidiary Invictaway.

The move will see the operation integrated with London Coaches' commuter services, creating the biggest single commuter coach operation in Britain, and upgrading Kent services to compete head-on with rail services.

The operation will be marketed by London Coaches' parent company Pullman with support from Cowie-owned Green Line: "It's a franchise-type agreement," said Pullman finance director Phillip Hunt. "The vehicles will carry the Green Line logo

and the service will still be part of Green Line Ltd."

The £1.5 million extra turnover will demand 20 to 30 more drivers, but while Invictaway's current staff will transfer, the vehicles won't. The new business firms up Pullman's order for new DAF Ikarus coaches - placed tentatively last year when the Green Line deal was first discussed.

All vehicles on the routes will be 53-seaters, though Mr Hunt said the standard specification of London Coaches fleet of two to three-year-old coaches is under review and air conditioning will be



New colour scheme heralds marketing drive

Coaches takeover

UK commuter op

introduced over the next two years. They carry the usual pillarbox red London Coaches livery with the addition of the established Green Line logos.

"We will be able to provide a round-the-clock service for commuters in an area either side of the Medway, and it's very good news for the people of Strood, who had been waiting for an integrated service," said Mr Hunt.

Though there is some cross-over of Green Line Kent services and those run by The King's Ferry, one of the Gillingham company's directors, Vanessa Broster, said it would be unlikely to have any effect.



Dovetailing exercise will link Pullman's Kent express services together

"We've had Green Line to compete with in the Lordwood area for years - they were there before us,"

said Mrs Broster. "Invict-away charged low fares for low quality, but London Coaches' fares are within

£10 of ours. Even at that price, they won't deliver the personal service we offer."

▼ Coach

Raglan driver cleared of charge

THE driver of the coach which crashed at Raglan, killing 10 people, has been cleared of causing death by dangerous driving.

Philip Crisp was driving a coach run by Aberdare-based Lewis Bros when it overturned on its approach to a roundabout. Moments before the crash, witnesses heard Mr Crisp shout that the brakes had failed.

Cardiff Crown Court had earlier heard that tests on the DAF vehicle showed it to have inoperable rear brakes and a partly disconnected speed limiter - offences which the company's proprietor, Ronald Lewis, had

admitted and had led to a £750 fine in magistrates court.

The prosecution claimed tests done with a similar vehicle on the same stretch of road, with the rear brakes disconnected, demonstrated that the vehicle could be stopped in 165 metres using the front brakes alone.

Another driver had managed to bring the coach to a halt using the gears. The prosecution maintained that the cause was the quality of Mr Crisp's driving and his 60 mph approach to the roundabout.

But the defence for Mr Crisp - whose wife and baby were injured in

the accident - found four witnesses who heard Mr Crisp shout: "Hang on. The brakes have gone." Another said Mr Crisp was fighting with the wheel in an effort to regain control, and another that Mr Crisp had said: "I'll sue them. The brakes went," shortly after the accident.

The jury took less than two hours to clear Mr Crisp, who broke down in tears when the verdict was delivered. Charges of driving without due care and attention, using a coach with defective brakes and alleged tachograph offences had been adjourned indefinitely by magistrates.

▼ Coach

Government looking at phones ban

THE Government has taken up the cudgel against mobile phones, following the Royal Society for the Prevention of Accidents' publicity campaign.

RoSPA says hand-held and hands-free mobiles used aboard mov-

ing coaches present serious safety concerns, and is campaigning for their use on the move to be banned. Responding to a question in the House of Lords, roads minister Baroness Hayman said the ban would be investigated.

"Recent court cases do show, however, that the police can and do successfully prosecute the offences of dangerous driving, careless driving or failing to exercise proper control of a vehicle that might arise from the use of a mobile

phone while driving," said Baroness Hayman.

But press statements later seemed to suggest the Government would favour persuading phone companies to issue codes of practice instead of legis-



Inside TRANSIT this week

Margaret Beckett, the president of the Board of Trade and Secretary of State for Trade and Industry, has gone against tradition and overlooked the advice of the OFT, by referring two franchise acquisitions to the Mergers and Monopolies Commission — ScotRail and Central — expressing concerns over competition in the West Midlands area.

On the other hand, the successful acquisition of Brighton Transport by Go-Ahead has left many shareholders in the money, with the minimum 1,000 shares investment rising to 18,000.

The recent ALBUM conference has underlined many industry 'magnates' concerns over the continuing low standards of public transport across the country, certainly in comparison with other industries such as retail.

As well as the usual lowly image of the average bus journey, rail staff are also demoralised and unhappy in their jobs, admits Virgin rail executive, Brian Barrett.

Regarding the importance of image, Stagecoach hopes to draw a line under the recent problems on SWT, with a commitment to replace slam-door trains on the Reading-Waterloo line, with a £90 million investment programme for 30 new trains.

Meanwhile, former transport minister for London Stephen Norris has been expressing his views on public transport and pledging support for the new Labour policies.

Never backward in coming forward, Mr Norris regards instant deregulation in London as "clap trap" and gives London Transport a generous seven out of 10 for its franchising system.

Don't miss TRANSIT - out this week

In brief

Prof fails

THE professor trying to sue West Yorkshire PTE for a £2.80 taxi fare because his bus failed to turn up has lost his case. Dr Robert Stanton was told in Leeds County Court that he had missed a bulletin advertising timetable changes.

Belle of Bill

SOUTHERN National has launched an open-top service in Weymouth, Dorset. Six Southern Belle-branded vehicles - two are vintage Atlanteans on hire - will link key points in the town to Portland Bill on a 30-minute frequency. Joint promotions are being struck with local tourist attractions.

Flying start

THE Oxford Bus Company has launched a new non-stop express Citylink service to Gatwick on a two-hourly frequency and has upped the frequency of its Heathrow X70 service to half hourly.

Belt approval

SEATBELT maker Securon is the first UK manufacturer to gain the new EEC/96/36 approval. The standard applies across its entire range, including belts now being fitted in coaches.

Regulation?

TONY Blair has confirmed that deputy prime minister John Prescott is examining bus regulation, in answer to a question from MP Gordon Prentice, who claimed Stagecoach had left passengers "high and dry".

C'est la VI

THE Vehicle Inspectorate is hosting a visit by 13 French traffic examiners so they get a better understanding of UK operations and improve their language skills. VI traffic examiners will be making a return visit to Arras later this year.

▼Bus

Coastline buys lowfloors

Eight more acquired without grant aid

GO-AHEAD North East subsidiary Coastline Buses has invested £700,000 in eight new lowfloor Optare Excels for a group of routes, which will include taking the first easy access vehicles into the centre of Newcastle.

Tynemouth was the first town outside London to start operating lowfloor buses two and a half years ago, when five Dennis Lance SLFs were introduced on two circular routes linking Whitley Bay, Tynemouth and North Shields. Although the cost of those buses was grant aided at the time, Go-Ahead has made the commercial decision to buy these eight buses, following significant passenger growth of up to 14 per cent on the first converted services.

Three routes have been converted to 'Easy Access' operation all day, two have been converted in the evenings and on Sundays giving a total PVR of 12 out of the 13 buses. Services centred on Wallsend Metro and North Shields have been converted, giving a good geographical spread of routes throughout the region.

The 10.7-metre Excels feature a



Tyneside council has improved access to bus stops for lowfloors

by Andrew Jarosz

strong Easy Access livery, can seat up to 36 people, and have the usual kneeling and wheelchair facilities, but also carry wheelchair ramps for use, if

required. The conversion has been assisted by North Tyneside Council, which has improved pedestrian access to stops and remodelled docking facilities, and Nexus — the PTE — which has supplied high-quality shelters and passenger information.



▼Bus

Marshall buses join Ealing

CENTREWEST's Ealing Buses operating company has put Marshall buses on six routes and refurbished Olympians on peak weekday journeys. Three routes use Marshall-built lowfloor Darts and routes along smaller roads use Marshall lowfloor Minis.

▼Coach

Aston's four-year wait ends

ASTONS Coaches is set to move house to a new purpose-built depot in Clerkenleap, near Kempsey, Hereford and Worcestershire.

The £750,000 workshop and yard alongside the A38 has faced four years of planning hassles which eventually involved the Department of the Environment: "The original depot was in the centre of the village," said Astons director Tony Halford, whose company has grown from six vehicles to 30 in its 28-year life. Mr Halford said his company argued that, in moving, Astons would be taking heavy vehicles out of a village, and that the council had, in any

case, already given planning permission for an adjacent site to become a car dealership.

"It's cost us a lot of money," said Mr Halford, who runs the company with fellow director Richard Conway. The new site has a 30-bay parking area and three-pit workshop with overhead stores. It will be the base for vehicles on private hire and corporate duties, on educational tours with subsidiary Ultima Tours, and ski work for Ski Astons.

Astons also operates a Barcelona express route for Eurolines, for which it bought its favoured Scania chassis with Van Hool bodywork.

CBW



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VOLVO



Regional Round-up



▼ Nottingham He's Dunn it

DUNN-LINE driver Peter Szumiak has been voted David Urquhart Travel's Driver of the Year. Mr Szumiak has 12 years' experience of tour driving, and Dunn-Line of Nottingham three years working on David Urquhart contracts.

▼ West Midlands 'Bus to work'

DIRECTORS and managers at Travel West Midlands have been told to catch the bus to work next month.

The instruction from chief executive David Leeder is backed up with questionnaires for staff, whose comments are being sent to TWM's marketing department. Even bicycle commuting is banned.

Running alongside the staff project is an offer of free bus passes for local council staff, and a second free week for those who actually travel on the bus to work on a daily basis.

"This is an innovative attempt to try to woo committed car users on to our services," said Phil Bateman, PR manager at TWM.

▼ South Wales SWT score

SOUTH Wales Transport has upped the number of vehicles on its Swansea-Cardiff express service to 20, and added shopping

specials to Tenby, Bristol and Bath to its regular services.

● **BLUEBIRD Coaches of Neath** has moved into new premises at Pontardawe and has invested £400,000 in new coaches.

The company now has dedicated booking offices and workshops, and extensive tour and private hire business with its 17 coaches. It has a close working relationship with Teignmouth-based Majestic Tours.

▼ London Fire: arrest

A MAN has been arrested in connection with a fire which destroyed 16 of Hampton Coaches' 20 vehicles parked at its Deptford depot.

Hampton Coaches was started in 1989 by Andy Cocklin. It had invested £350,000 in new vehicles this year.

● A BUS driver has been cleared of causing death by dangerous driving after crushing a cyclist, but may face civil proceedings.

Judge Richard Walker ruled the case at Knightsbridge Crown Court was unsafe after hearing conflicting statements from prosecution witnesses. Walton Christie, 54, was acquitted on the charges, but the cyclist's wife, Jane Waldron, said she was considering civil proceedings.

▼ Coach

Nat Ex faces MMC

Beckett rejects OFT advice and refers rail deals

NATIONAL Express Group will have to sell Scottish Citylink if it wants to keep its ScotRail franchise.

Secretary of state for trade and industry, Margaret Beckett, has overruled the director general of the Office of Fair Trading, and referred the ScotRail and Central Trains franchise takeovers of the National Express Group to the Monopolies and Mergers Commission.

The move was a

by Mark Williams

shock to the City since it falls outside of the usual guidelines for referral and is the first time in seven years an industry secretary has overruled the advice of the OFT.

At the time the rail franchise bids were being considered, the DGFT John Bridgeman had recommended that Central Trains posed no monopoly issues, and that NEG's divestment of Scottish

Citylink would address the ScotRail situation. Mrs Beckett has decided to launch a full MMC investigation of both.

The 'get-tough' action provoked widespread concern that Labour is targeting public transport companies with monopoly legislation, and may even investigate much smaller deals, such as the acquisition last week of Brighton Transport by Go-Ahead-owned Brighton & Hove Buses.



Will National Express walk away from subsidiary Scottish Citylink?

▼ Bus

Timetable talks

NATIONAL Express has boosted its services with the launch of the Summer timetable.

It has chosen Stratford-upon-Avon to trial its first multi-lingual talking timetable, situated at its new coach stop adjacent to the town's leisure and visitor centre. Timetable and reservation information is available in three languages.

Flightlink, the airport services division of National Express, is running direct services from Manchester, Bir-

ingham and Stoke-on-Trent, avoiding the need to change when travelling to Heathrow and Gatwick.

Overnight Explorer is the name for a new service on the London-Edinburgh route.

Aimed principally at the budget-conscious tourist and backpacker market, it offers return trips for £29.99 - single £15 - and passengers get a travel pack containing money-off vouchers on attractions and other travel services.



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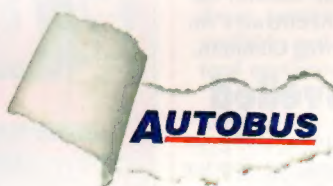


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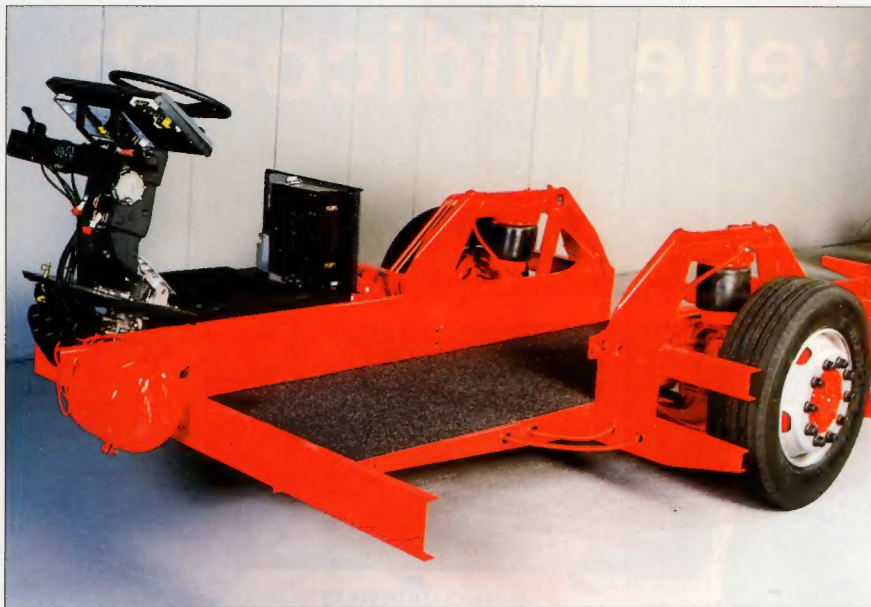
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▼ Bus

Lowfloor

by Mike Morgan

BRITAIN'S first lowfloor double-deck bus is poised to go into production at Optare's Cross Gates factory. It will be the DAF Bus-chassied Spectra reborn and is scheduled to hit the streets in September.

DAF Bus first unveiled its lowfloor DB 250 in 1995. It retains the conventional transverse-engined rear module familiar on around 120 Optare or Northern Counties deckers in the UK.

However, it has taken around 18 months to announce a bodybuilder partnership for the ground-breaking new bus. Bob McLeod, managing director of importer Hughes DAF, explained there had been uncertainty over the market for lowfloor deckers. However, recent growth in lowfloor registrations together with a clearer prediction of the size of the future double deck sector, combined with a belief that the conventional compact rear-engined layout

offered the best solution.

In 1995 lowfloor represented 6.5 per cent of total bus registrations. Last year this had shot up to 25 per cent and by the end of the first quarter of 1997 two out of every three new buses were lowfloor.

Meanwhile, double deck registrations have recovered from years of uncertainty. Only 177 were sold in 1994. This number doubled in 1995 and topped 500 last year.

Mr McLeod expects the market to be driven by demand in London and will stabilise at between 300 and 500 per annum leading to a vehicle parc of 6,000 to 10,000.

It is expected that the double deck market will follow trends in the single deck sector and go lowfloor also, but one of the major decisions for manufacturers concerns the driveline layout.

DAF Bus discounted

'Almost all buses will be lowfloor by 2000', says Russell Richardson

All-pervading design

"BY the Millennium almost all buses - whatever their size - will be required to have a lowfloor configuration to meet the provisions of the new disabled access legislation," says Optare md Russell Richardson.

Optare is first off the blocks with its announcement that it is to build Britain's first lowfloor double deck bus and Mr Richardson was speaking at the launch of the partnership with DAF Bus importer Hughes DAF.

The news was part of a package of product and facility developments fore-

shadowed last week (*CBW*, 24 May). But behind Mr Richardson's statement comes acknowledgement that the Leeds-based group has more up its sleeve than a lowfloor decker.

He said that by the year 2000 Optare planned a complete range of lowfloor buses. It currently builds the integral Excel lowfloor single deck and, with the exception of the Spectra announced this week, the company's other products are all step-entrance bodies. Significantly Mr Richardson promises "another all-new Optare lowfloor product."

Bova Futura option

A 300 BHP Cummins power plant is the latest option on the Bova Futura high-floor coach sold through Optare's CoachSales division.

This low-weight engine allows a full complement of passengers, air conditioning and retarder to be fitted. The first will be ready for the October coach and bus show and production starts in time for the 1998 season.

In a typical executive configuration the Futura FHC 12.300 will have 49 reclining passenger seats, all with seat belts, together with a courier seat, centre sunken washroom, hot drinks and fridge.

Chris Gee, CoachSales sales

and marketing manager, said: "The choice of the Cummins power unit means that the full potential of the popular high-floor Bova model can be realised."

Although the standard height Futura Club/Express is available with Cummins B-series or DAF 8.65 litre engine, the up-market Futura FH range has hitherto been sold with DAF power - either the 11.6 litre or, more recently, the smaller, lighter 8.65 litre unit.

The addition of C-series to the range further clarifies the Bova sales split between the Moseley distributors which concentrates on DAF and Optare offering Cummins.

New European coach to be unveiled

OPTARE CoachSales promises to unveil a new coach from a European range which is 'new to the UK'. Although, Optare Group managing director Russell Richardson would not be drawn on details, the new vehicle is expected to fit between the minis/midis built by its Autobus subsidiary and the Dutch built Bova full-size.

Optare Spectra

Chassis:
Engine:
Capacity:
Power:
Torque:
Gearbox:
Front axle:
Rear axle:
Suspension:

DAF Bus DB250 LF
DAF RS 200
8.65 litres
272 bhp at 2,300 rpm
1353 lbf ft at 1,500 rpm
ZF 4HP500/ZF 5HP500/Voith D854.3
DAF 154N lowfloor
GKN D66-11B-1G - ratio 4.70:1
electronically controlled full air -
front, two bellows; rear, four bellows
275/70 22.5

Tyres:



Low-entry DAF SB220 front end is married to conventional

decker 'first'

DAF Bus-chassied Spectra reborn and poised to go into production at Optare



New vehicle is longer and lower but still recognisable as the Spectra from Optare which is built on DAF Bus DB250

the European layout - in-line engine driving into a portal axle - because it gives a long rear overhang unsuitable for urban oper-

ations and reducing the low-floor area in the bus.

Consequently the DB250 lowfloor chassis is SB220 LF to the rear axle

and DB250 from the rear axle backwards. All major components are already running in the conventional DB250, though the 8.65-

litre engine now meets Euro II emissions.

As with previous lowfloor products, Mr Mcleod expects pressure

from the market once one model is available. Both Hughes DAF and Optare hope to capitalise on the advantage of being first.

specification

Steering: hydraulic power-assisted - pneumatic adjustable column
Brakes: dual-circuit air system - drums front and rear spring release handbrake

Dimensions
Length: 10742 mm
Height: 4170 mm
Wheelbase: 5448 mm
Front overhang: 2931 mm
Rear overhang: 2462 mm
Entrance step: 320 mm plus one 200 mm step into the rear section



transverse rear-engined DB250 by 5448mm wheelbase

New Spectra price is to be £135,000

THE new lowfloor Optare Spectra is pitched into the market at £135,000.

It offers 80 seats plus luggage pen, comes in one height and is around half a metre longer than its conventional predecessor.

Most of the extra length is in the wheelbase, giving up to 17 seats in the lowfloor area of a single door bus. However, a two-door, centre staircase model is available and full-DPTAC reduces total maximum seating to 76.

Lowfloor brings overall height down to 4.17 metres, making the standard Spectra suitable for low-bridge applications.

The bus is ideal for operators buying for fixed-term contracts in London and needing to

cascade to other areas of operation. A low floor line results in a lower window line and larger windows than the low-height Spectras built for Turkey, and for Wilts and Dorset.

Otherwise there is a large degree of carry-over between the two products.

It uses the same Alusuisse bolted aluminium construction technique where the strength is in the full-length side pillars and the sandwich floor structure.

Gasket windows are fitted, air tanks will be dispersed around the chassis and the electrics situated behind the driver.

The full rear end is retained as a showcase for advertisements.

CBW



How it works: automatic clutch reduces slip and could increase life by 30%

▼ **Minibus**

Available on all Dailys...

CLUTCHLESS manual transmission is available on all Iveco .10 and .12 models, including DailyBus. This novel system, which does away with the clutch pedal but retains the gear lever, will be promoted under the name 'Free'.

Introducing the new transmission, light business unit director Sandy Mathieson, said: "The New Daily Free, with its automatic clutch, is aimed at making life easier for the driver, but it offers real savings for the operator too."

Iveco tests show that drivers change gear up to 225 times an hour, or about 1800 times a day in urban conditions.

The major benefits of the automatic clutch system are operational, with higher productivity due to improved driver comfort and lower fatigue. Automatically-controlled actuation of the clutch saves wear by minimising slip, and thus extending clutch plate life by up to 30 per cent.

It offers identical performance to a manual clutch - there is no loss of power or response, no increase in weight, no increase in fuel consumption and no increase in the maintenance requirement.



No clutch, but Daily still a manual gearbox

From the outset it was designed to be compatible with Iveco's MODUS on-board diagnostic system, and thus minimise down-time.

IvecoBus manager Harry Chambers expects the clutchless change to appeal to coach operators, whereas a fully automatic gearbox is more appropriate to intensive local bus service.

▼ **Coach**

Top award of new op

Rob Millea heading up

by Mike Morgan

ONE of the country's newest coach companies, Berkeleys Coach Services of Hemel Hempstead, is headed up by award winning Rob Millea, one of the industry's youngest managing directors.

Mr Millea, 28, made headlines in 1994 as CBW's first Coach Manager of the Year when the Coach Industry Awards made its debut at Leeds. At that time he was coach manager with Brents Travel Group. A year later he was offered the position of

general manager under the company's new owners, Metroline Travel.

But Mr Millea left Brents. He says there was a difference in management style.

His new venture kicks off this week from rented premises with delivery from other Coach Industry Awards Winners, Autobus and Hughes DAF. The fleet is inaugurated by a 53-seater from Hughes DAF's hire fleet and two

▼ **Minibus**

...first clutchless gearchange for small minis...

IVECO has launched the first clutchless gear change in the 3.5 to six-tonne sector. The new £900 option incorporates electronic control of the clutch while retaining conventional manual gearbox.

For the driver this means no clutch pedal yet Iveco claims reduced clutch wear, better fuel economy and lower driver fatigue without the cost-penalties associated with an automatic gearbox. Known as the Daily Free, the clutchless option is part of Iveco's upgrade to the New Daily range first launched last year. First PSV applications will appear later this year when a seatbelt equipped M2 minibus range is unveiled.

Two other options, an engine immobiliser and

fully automatic transmission, are currently under development and will be available from January 1998.

As part of the update programme, all Daily 49.10 and 49.12 van, chassis cab and crew cab models have been up-rated from 5,000 to 5,200 kg gvw. And similarly, all 59.12 chassis cab and crew cab models are up-rated from 6,000 to 6,400 kg gvw. 59.12 van models are unaffected by this change.

In both instances, the individual axle plated weights remain unchanged, but badging is revised to reflect the higher gvw. Accordingly, the 49.10 and 49.12 models become the 52.10 and 52.12, while the 59.12 models are designated 64.12..

winner md at age 28

Berkeleys Coach Services

29-seat Autobus Nouvelle-bodied Mercedes-Benz Varios. A 51-seater and a further 29-seater will follow. The new operation targets the incoming tourist market in London.

Mr Millea feels he has also found a niche in the Hemel Hempstead area for good quality coach hire to a very large local corporate market. He said: "I am very excited with this new venture and proud to be at the helm of my own operation after 14 years experience in the coaching

industry." Upon leaving school he joined Club Cantabrica as a trainee apprentice engineer. After some 'very solid' management training he joined the Brents Travel Group in 1991.

He says that he was motivated by success in the Coach Industry Awards to take his career forward. "I enjoy the industry," he said, "and I want to get back to grass roots so that I can build a reputation for providing a quality service."



From Manager of the Year (left) to md of own business in 2½ years



New Daily M2 minibus range available at end of year

▼ Minibus

...and it's easy to use

ON the road the New Daily's automatic clutch is extremely easy to use and requires no special aptitude or training. To start the engine, the gear lever has to be in neutral, then normal hand pressure on the gear lever is recognised by two sensors and used to automatically disengage the clutch via an electronic control unit.

To pull away, the driver simply selects first or second gear and applies the throttle. Once on the move, changes both up and down the box are made by moving the gear lever to the appropriate position. No clutch pedal is needed, and indeed no clutch pedal is fitted to New Daily Free vehicles, as the clutch disengagement and engagement is accomplished automatically by the electronic control unit as required.

A bleeper warning is loud and

clear when third, fourth or fifth gear is selected from rest, when the engine is over-revved, when reverse is selected, or if the clutch should overheat.

The same bleeper system also intervenes in the interests of safety if, for example, a gear is selected when the driver's door is open and the engine is running. Also, if the bonnet is not properly latched, the bleeper will sound, and the vehicle will not start until it is closed correctly and the lever is in neutral. If for any reason the bonnet switch malfunctions on the road, the vehicle continues to operate as normal until it stops, and the driver's door is opened. Only then does the bleeper alert the driver. As a further safety measure, a unique dash-mounted warning lamp indicates any type of system malfunction.

First order from Stagecoach

IVECO is poised to hand over its first new minibuses delivered directly to Stagecoach.

Intended as Cheltenham and Gloucester Ford Transit replacements, the 15 vehicles are Mellor-bodied 49.10s with 18 seats and luggage pen.

Meanwhile the Italian giant claimed 13 per cent of the minibus market in 1996 and in the first quarter of this year delivered 116 passenger

carrying vehicles in this sector.

Later this year a new range of seatbelt-equipped factory built minibuses will be launched. Built to meet European seatbelt regulations appropriate to M2 class vehicles the New Dailys will target the non-PSV sector in particular. But a programme of changes over the next few years is leading to Daily 2000, 'a vehicle for the Millennium'.



▼ Coach and Bus

School trips boost

Conference told of 600% increase in bus journeys

by Mark Williams

A COUNTY council has managed to increase paid-for school trips by bus by 600 per cent in a trial of marketing bus travel direct to pupils.

At a schools transport conference in London, delegates heard how West Sussex County Council started a programme of education last October for pupils not covered by statutory transport provision... all living within three miles of their schools. Offering lower fares and giving route information resulted in the average 300-pupil bus journeys being increased to a staggering 1,800 within a single week.

Chief public transport officer, Tony Cross, told the PTRC conference, Policies Into Practice, that school trips by car had doubled in 20 years, with around a third of all chil-

dren getting a lift. Some school children claimed they were too close to school to bother with bus travel...yet were driven to school by their parents.

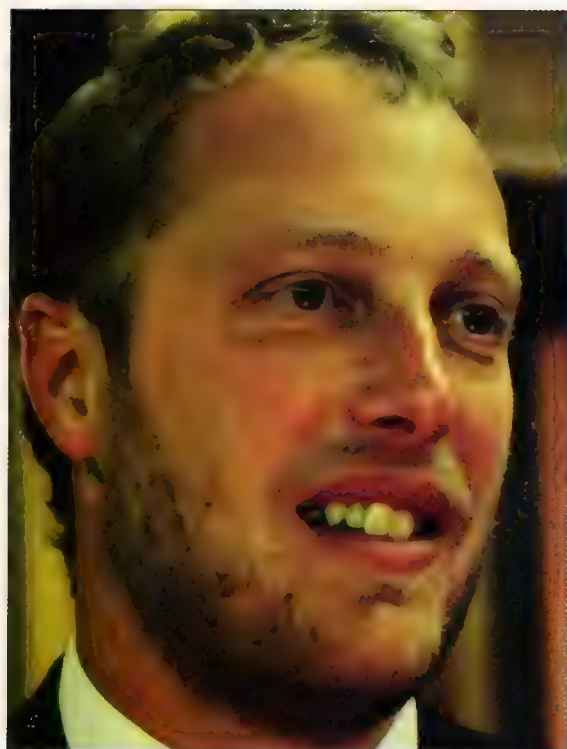
"The experiment got off to a good start with a launch which involved the children, and then the distribution of a leaflet, Your Planet, Your Health, to two schools," said Mr Cross. Pupils had a good understanding of the environment, he added, particularly as a staggering 38 per cent of them suffered some form of respiratory complaint.

Pupils were asked if they would travel by bus at around a quarter fare — 15p to 20p for a journey of less than two miles — and those who said they would, seem to have taken up the

offer: "The figures are almost exactly coincidental. When we started, 30 pupils a day were going by bus. Once the offer was under way, the figure shot up to 150 per day — from three per cent of the school to 10 per cent," said Mr Cross.

"Partnership with bus operators is absolutely essential, though I have to add that the project has had to underwrite the fares concession for Stagecoach. They wouldn't stick their necks out financially, but in the end, we didn't have to pay out because the increased revenue more than compensated," said Mr Cross.

The study is jointly run by the council, Friends of the Earth and Sian Thornthwaite Consultants, and partly financed by the Department of Transport's Seedcorn Research Programme.



Tony Cross: 'project had to underwrite fares'

Update on Act

IN an update on the Disability Discrimination Act, one of its proponents said coaches and minibuses may avoid accessibility long after all new buses are lowfloor.

"High-floor express and inter-urban vehicles are unlikely to be caught in the full-size, single-deck bus implementation. With lowfloor buses, the technology to make them accessible is already there," said Ann Frye, director of the mobility unit at the Department of Transport. "With high-floor vehicles, there are serious technical problems, and even the US and Canada, who have been in this game rather longer than we have, have stopped short of accessibility for long-distance vehicles.

"Small buses are equally difficult to make

accessible. Loss of seats alone makes accessibility not commercially viable. However, more lowfloor minibuses are appearing."

Mrs Frye said it is too soon to set an end date, when all relevant, new vehicles will be accessible, and the best time depended on who you asked: "The disabled will tell you they want accessibility in five years, operators want it in 30 years, and manufacturers would be happy to have it straight away," she said.

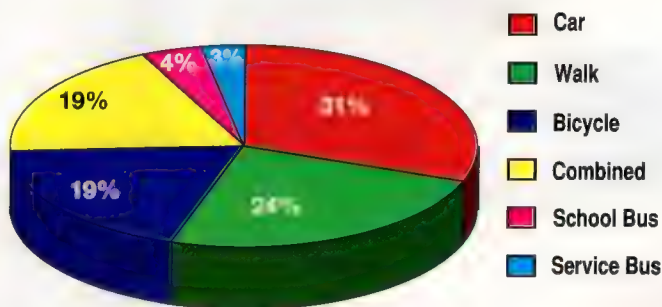
Mrs Frye admitted there was no common view on who should pay for lowfloor infrastructure such as kerbing: "This falls between different areas of the Act," she said. "But we can work it through the funding process so that bids will have to address problems such as kerbing."

MP's big regret

PROVIDING the keynote address at the PTRC Schools Transport Conference Conservative MP Peter Bottomley said his greatest regret was not having changed seating rules for schools transport: "I regard my biggest failure while at the Department of Transport as not having got rid of the three-for-two rule," he said.

CBW

Transport mode (before campaign)



Reason for not using bus



Surveys at Sussex schools show transport mode and pupil's views

HIGH QUALITY LOW MILEAGE COACHES FROM OUR HIRE FLEET

1995 M EOS 90 49R, toilet, air conditioning
1995 M DAF SB3000 WS Van Hool Alizee 'H', 51R/Toilet
1995 M DAF SB3000 WS Auto Van Hool Alizee 'H', 51R/Toilet
1995 M DAF SB3000 WS Auto Van Hool Alizee 'H', 55R
1994 L EOS 90 49R, toilet
1994 L DAF WS3000 Van Hool Alizee 'H', 51R/Toilet
1994 L DAF SB3000 Van Hool Alizee 'DH', 51R/Toilet
1994 L DAF SB3000 Int Retarder, Van Hool Alizee 'DH', 51R/Toilet
1994 L DAF HS2700 Auto Van Hool Alizee 'H', 51R/Toilet
1994 L MB230LT Auto Van Hool Alizee 'H', 51R/Toilet
1993 K DAF SB3000 Van Hool Alizee 'DH', 51R/Toilet
1993 K DAF SB3000 Van Hool Alizee 'H', 51R/Toilet
1993 K DAF SB3000 Auto Van Hool Alizee 'H', 51R/Toilet
1993 K DAF SM230LT Van Hool Alizee 'H', 51R/Toilet
1992 J DAF SB2305 Duple 340, 57R
1992 J DAF SB3000 Van Hool Alizee 'DH', 51R/Toilet
1992 J DAF MB230LB Van Hool Alizee 'H', 51R/Toilet

BUSES FROM OUR HIRE FLEET

1996 N DAF SB220 Auto, Northern Counties Paladin, 49 str bus
1995 M DAF SB220 Auto, Northern Counties Paladin, 49 str bus
1995 M DAF DB250 Auto, Northern Counties Palatine II, 77 str double deck bus
1995 M DENNIS DART Auto, 10M, Plaxton Pointer, 40 str bus
1992 J DAF SB220 Auto, Ikarus Citibus, 48 str bus

1992 J DAF MB230 LT Van Hool Alizee 'H', 51R/Toilet
1991 H DAF SB2305 Van Hool Alizee 'DH', 51R/Toilet
1990 G MB230LB Van Hool Alizee 'SH', 53R/Toilet
1990 G MB230LB Van Hool Alizee 'H'
1990 G DAF SB3000 Van Hool 'H', 49/Toilet
1989 F DAF SB2305 Van Hool Alizee 'DH', 53R
1989 F DAF MB230LT Plaxton 3500, 51R/Toilet
1989 F DAF MB230LB Plaxton 3500, 52R
1989 F DAF MB 230LB Plaxton, 51R/Toilet
1988 E DAF SB2300 Van Hool Alizee, 51R/Toilet
1988 E DAF MB230LT Plaxton 3500, 51R/Toilet
1988 E DAF MB230LB Plaxton 3500, 53R

HIGH QUALITY USED COACHES

1995 M MERCEDES 709, Autobus Classique, 25 str, bus seats
1993 K MAN, Jonckheere Deauville, 51R/Toilet
1993 K DAF SB2700 HS, Caetano Algarve, 53R
1990 G VOLVO B10M Plaxton 3500, 49R/Toilet
1990 G DAF DHTD Duple 320, 57R
1990 G SB3000 VAN HOOL ALIZEE DH, 51R/toilet, air con
1989 G SCANIA K113 Van Hool Alizee 'SH', 49R/Toilet
1989 F SB3000 VAN HOOL ALIZEE DH, 51R/toilet, air con
1989 F VOLVO B10M Van Hool Alizee H, 53R
1989 PP BOVA FUTURA FHD, 49R/Toilet
1989 SB3000 Plaxton 3500, 51/Toilet
1988 VOLVO B10M, Plaxton 3500, 49R/Toilet
1988 PP BOVA FUTURA FHD, 49R/Toilet
1988 E DAF SB3000 Van Hool Alizee 'DH', 51R/Toilet
1988 E SB3000 Van Hool Alizee SH 49R/Toilet
1987 E DAF SB2300 Plaxton 3500, 53R, air conditioned
1987 D DAF 2300 Van Hool Alizee 'H', 49R/Toilet
1987 D VAN HOOL T815 51/toilet

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NAAFI style: American Adventure World rest room modelled on WW2

▼ UK

Park shelter for drivers

A NEW themed coach drivers' rest room has been opened at American Adventure World, the Derbyshire theme park. It is modelled on a World War Two air-raid shelter, complete, with ration books, posters and other memorabilia. Some drivers are pic-

tured getting a taste of the new facility, when it was launched with a NAAFI-style show, complete with entertainment and service from waitresses in GI uniform.

The opening of the rest room is part of a campaign by American Adven-

ture World to attract more coach groups to the park. A Coach Driver's Charter was introduced at the start of the season and operators and drivers are to be invited next month to preview a multi-million ride that is scheduled to open in July.

▼ Europe

Taxing

New VAT guide

by William Golden

OPERATORS travelling to Belgium should be aware that they must pay VAT on the transportation element of a tour or journey, and that they must pre-register for this.

As in Germany, the VAT system was introduced when border controls were lifted in mainland Europe and transport is a commodity on which VAT is charged in Belgium.

The VAT due is based on a calculation of the ratio of the distance travelled in Belgium. Operators should establish the total kilometres from home base to home

base and also the total kilometres operated within Belgium. The latter should then be expressed as a percentage of the total kilometres travelled and this figure should be applied as a percentage of the charge for coach (transport) costs. Operators should then add six per cent of this figure for VAT due.

An application should be made to the Belgian tax office to set up the payment of VAT. Contact the Cen-

▼ UK and Europe

Escape to sun with Wallace Arnold

NEGOTIATIONS may be still ongoing over its proposed sale but it is business as usual for Wallace Arnold, which has just launched its Winter British and European holidays brochure.

The programme features more than 200 holidays, including 70 new destinations, and a special selection of Sunshine Escape trips.

The latter, which are to Malta, Benidorm, Madeira and Estoril, are all eight-day holidays and include seven-nights' half-board in hotels with private facilities in all rooms. Holidays to Malta start from £375, while those to Benidorm, Madeira and Estoril are from £339, £549 and £439 respectively. All include flights from Heathrow, with the option of Gatwick departures to Malta.

New tours include a seven-day tour to Baden-Baden and the Black Forest from £259 per person. The price includes six nights half-board accommodation - four at the Queens Hotel, in Baden-Baden - and visits to Lake Titisee and Triberg.

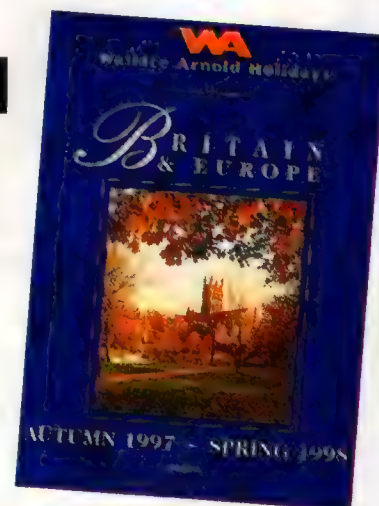
Nine-day tours to Lake Annecy and the French Alps start from £399 and include a night on the outskirts of Paris, TGV travel to Annecy and visits to Lake Geneva, Lausanne and Chamonix. Brittany and the Emerald Coast are featured in seven-day tours that start from £259.

The British and Ireland programme includes Dramatic Donegal, a seven-day tour to the north west of Ireland, with a lead-in price of £245. Easter breaks are available from £149 and Wal-

lace Arnold has introduced four-day, extended weekend breaks, including three-nights half-board. As a price guide, a tour to Norwich and the Norfolk Broads starts from £119 per person.

The 1997/98 Autumn and Spring brochure also features five-day tours to destinations such as North Wales and Dublin. Prices start from £169. Five-day special interest holidays start from £119 and include line dancing, gardening, bridge, painting and photography. Christmas breaks start at £275 for five days, while four-day New Year breaks cost from £189.

Both British and European programmes operate from more than 700 joining points across the country and all customers qualify for Wallace Arnold's free HOME-



PLAN insurance cover. This provides protection in the event of any damage to their home when the customer is on holiday. The cover includes call-out, the first £100 of materials and up to three hours' labour for everything from frozen pipes to heating breakdowns.

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lines in Belgium

tral Office for Foreign Taxpayers, Rue Van Orley 15, 1000 Brussels, tel 00 32 2 218 3860 (fax 00 32 2 223 3512).

Any operator making occasional (non-scheduled) journeys into Belgium must apply to the Belgian VAT authorities for 'Exemption from Approval of a Responsible Representative.' This waives the need to establish a VAT approval agent in the country. Belgian VAT does not apply to operators making scheduled journeys either to

and from Belgium or within Belgium itself.

Returns have to be submitted on an annual or quarterly basis, depending on whether tax liability exceeds BF 100,000 per annum.

Guidance notes have been prepared by the Confederation of Passenger Transport and operators wanting more information should call 0171 240 3131.

The CPT can also provide details of three companies that, for a set fee, will organise output tax and input tax reclaims for operators.



Mine hosts: John Slater (left) and Sue Gill, training manager at the Southern Tourist Board, present the certificate to David Luckett

▼ UK

Luckett's Welcome break

CUSTOMERS booking tours with Luckett's Travel are guaranteed a warm welcome this Summer now that the Fareham-based operator has been granted Welcome Host corporate status by the Southern Tourist Board.

Luckett's Travel is the first coach company in the southern region to achieve the status.

More than 50 staff including drivers, receptionists, office staff, mechanics and the three directors - Steven, Ian and David Luckett - took part in a series of one-day courses. These included sessions on effective communication and the importance of making a good impression; listening skills and body language; and dealing with customers with

special needs. Chairman Ian Luckett said: "It is easy for a coach company to invest in bigger and better vehicles but, at Luckett's, we recognise that our staff are our most important resource."

"Quality staff and customer care are vital elements in our service-driven industry and Welcome Host will enable us to stay a step ahead of our competitors."

The presentation was made by John Slater, md of the Southern Tourist Board. Welcome Host is a customer care programme that is operated in 15 countries worldwide and throughout the UK by the regional tourist boards. More than 100,000 people have now gone through the UK programme.

CBW

▼ UK

'Land' ban extended

VAL Tjolle, who was jailed for nine months in 1995 following the collapse of Land Travel, has had his ban on being a company director extended by five years at Bristol High Court.

Mr Tjolle was

originally banned for 10 years following the demise of Bath-based Land Travel, which had debts of £12 million.

Mr Tjolle told the court that he was working as a marketing consultant and was based in Bath.

Eurowatch

WEATHER

City	Average temperature last week	City	Average temperature last week
Amsterdam	16C/61F	Madrid	22C/72F
Athens	27C/81F	Oslo	11F/52F
Berlin	17C/63F	Paris	13C/55F
Brussels	14C/57F	Rome	21C/70F
Dublin	12C/54F	Stockholm	10C/50F
Lisbon	21C/70F	Vienna	21C/70F
Luxembourg	11C/52F	Zurich	19/66F

DIESEL PRICES

Country	Diesel price per litre in Sterling	Country	Diesel price per litre in Sterling
Courtesy AA Roadwatch			
Austria	0.50	Luxembourg	0.40
Belgium	0.48	Netherlands	0.48
Eire	0.55	Norway	0.67
France	0.49	Portugal	0.42
Germany	0.48	Spain	0.43
Greece	0.40	Sweden	0.54
Italy	0.55	Switzerland	0.55

HOLIDAY POUND

Country	Currency exchange rate	Country	Currency exchange rate
Austria	19.05 Sch/£	Italy	2,691 Lire/£
Belgium	55.85 BFr/£	Netherlands	3.03 Gld/£
Denmark	10.38 K/£	Norway	11.30 Nkr/£
Eire	1.04 Punt/£	Portugal	272.50 Es/£
France	9.10 F/£	Spain	226 Pta/£
Germany	2.70 DM/£	Sweden	12.11 SKr/£
Greece	433 D/£	Switzerland	2.36 SFr/£



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▼ Maintenance

Stagecoach GMBS authorisation cut

Number of buses Manchester op can run reduced by 30

 THE number of buses Stagecoach subsidiary Greater Manchester Buses (South) can operate has been cut from 745 to 715 by North Western traffic commissioner Keith Waterworth because of concern over the company's maintenance standards.

However, during the course of a Leeds public inquiry, managing director Leslie Warnford claimed standards had declined over a number of years during employee ownership, and that the licensing authority had not done anything about it.

Greater Manchester Buses (South) Ltd, trading as Stagecoach Manchester, of Daw Bank, Stockport, Cheshire, had been called to the inquiry following concern about the condition of its buses at three depots. Evidence was given by DoT vehicle examiners that maintenance investigations had been carried out in December at the Daw Bank, Princess Road, and Hyde Road depots after one of the company's vehicles had been in a fatal road traffic accident.

Seventy two buses were examined and 17 were put off the road because of dangerous defects. Another 11 buses were given notices requiring defects to be repaired within a specified period. The servicing arrangements and maintenance records appeared to be over complicated.

The records were very poor

by Michael Jewell

and very few had been correctly completed. Greater supervision of the workshop staff was required to ensure defective buses did not go back on the road.

Mr Warnford said Stagecoach had acquired the company in February 1996. The buses had been in a very poor and dirty condition when the business was acquired and it was evident the maintenance system was ineffective. The vehicle inspection system had been completely redesigned, said Mr Warnford.

They had invested £30million in 350 new buses and to date 181 new vehicles had been introduced into the fleet, halving the average fleet age. Some £2 million was being invested in new maintenance facilities. Substantial sums had been spent on bringing the older buses up to standard.

As far as the fatal accident was concerned, Mr Warnford said police had indicated neither the driver nor the vehicle had been to blame for the accident.

Mr Waterworth said that, between February 1996 and the end of January, 106 prohibition notices of various descriptions had been issued to the company's buses by the Vehicle Inspectorate. In the preceding three years there had been about 70.

"That does not suggest that

matters are improving, quite the reverse," said the commissioner. He pointed out the maintenance investigations were carried out almost a year after Stagecoach had taken over, and 17 buses were given prohibition notices for immediately dangerous defects.

Engineering director Peter Sumner, who was appointed at the beginning of February, said GMB staff had been slow to realise there was a problem but that realisation was there now. The company's solicitor, John Backhouse, maintained Stagecoach had taken an extremely responsible approach, having taken over a company with a somewhat chequered history whose fleet had been allowed to deteriorate over a long period.

The present owners and management had fulfilled their obligations as quickly, as thoroughly and as fully as they possibly could, he said.

Cutting the licence authorisation by 30 buses, the commissioner said it was clear this company took road safety seriously.

Unfortunately, there had been doubts about its ability to deliver. Crucially, there were now new men at the top. He was satisfied the new systems and procedures, if properly managed, ought to quickly improve the situation.


"However, I find it right, fair and proper to impose a penalty for past inefficiencies," he said.



Pugh: blamed management

▼ Maintenance

Sabotage is alleged

 'ACTS of sabotage' by former employees caused some of the maintenance problems he had experienced, an operator told South Wales traffic commissioner John Mervyn Pugh.

Graham Colwill, a partner with Carol Colwill in Colwill Coaches, of Village Garage, Station Road, Penclawdd, Swansea, was appearing at a Cardiff disciplinary inquiry.

Pointing out the firm's vehicles had picked up three prohibition notices, all of which had been endorsed as showing a significant maintenance failure, Mr Pugh said the problems were entirely due to bad management. It was perfectly clear the firm's weakness was Mr Colwill himself, said the commissioner.

Mr Colwill admitted he had not fully carried out the maintenance system recommended in the South Wales area and he had disregarded the suggested procedure relating to driver-defect reporting.

He was reminded by the commissioner it was also necessary to retain inspection sheets, together with all relevant invoices, following MoT tests.

Reducing the authorisation on the firm's licence from 15 to 10 vehicles, Mr Pugh said Mr Colwill had saved the firm's licence by producing evidence all the vehicles in use had been given fresh MoT tests. He was consequently prepared to let the firm continue in operation but on a reduced basis. He warned the Vehicle Inspectorate would be carrying out further visits to check the system was being operated properly and the firm's vehicles were being kept fit and roadworthy.



Investment of £30 million in new buses has halved the average age since takeover

▼ **Maintenance**

Drivers blamed by op for



BUS operator Thomas Cullinan blamed drivers for failing to carry out instructions to check their vehicles for the maintenance problems he was experiencing, when three vehicles were suspended from his O-licence for a month by North Western deputy traffic commissioner Jack Levin.

Mr Cullinan, who trades as Al's Coaches, of 23 Lingham Lane, Noreton, Wirral, had been called to a St Helens disciplinary inquiry because of concern over his maintenance standards and a conviction recorded against him for failing to display an O-licence identity disc. Mr Cullinan holds 30-vehicle international licence.

Mr Levin said Mr Cullinan had been sent a warning letter in November 1996 in relation to maintenance following unsatisfactory maintenance investigations in April and September 1996. He had also received a number of warning letters regarding vehicles emitting excessive smoke.

Vehicle examiner Geoffrey Chan said he carried out a maintenance investigation in February because of the prohibition history and a number of complaints. He exam-

But commissioner tells him 'it's your fault' and cuts vehicles

by Michael Jewell

ined 19 vehicles and issued seven immediate and four delayed prohibitions. A number of inspection records were missing and others lacked detail.

Inspection periods had been extended on occasions and defects had been missed. The driver defect reporting system was not always used as it should have been.

Since Mr Cullinan had appeared at a private meeting with the Traffic Area Clerk in relation to his maintenance standards last October, 18 prohibition notices had been imposed on his vehicles, said Mr Chan. The majority of the defects should have been picked up by the drivers during their daily walk-round checks.

Defects included a worn tyre, insecure exhausts, sheared spring anchor bracket securing bolts, an insecure steering wheel, a fractured transmission mounting, insecure steering box bolts, and inoperative interior bells on one-person-operated vehicles. Some of the items were down to driver abuse.

In reply to John Backhouse, for Mr Cullinan, Mr Chan agreed none of the prohibitions apart from one had been endorsed as showing a significant maintenance failure. He also agreed the garage, equipment and staffing were adequate for the fleet being operated.

Mr Chan said the maintenance records produced during the hearing were more comprehensive than in the past.

Mr Cullinan said he had 50 vehicles, 45 of which were taxed.

The work principally consisted of private hire, school contracts and the operation of two local registered services between Birkenhead and Heswall. The bulk of the maintenance work was undertaken by the company's own staff and his son Mark was now in charge of the maintenance side.

Conceding that inspection periods had varied between four and six weeks, Mr Cullinan said that, in February they had decided on a five-week inspection period but



Concern over Al's Coaches maintenance led to an inquiry

▼ **Maintenance**

Stormy seas for Jolly Roger - vehicles are



JOLLY Roger Coaches' maintenance problems led to its O-licence authorisation being cut by three vehicles for two months. In addition, North Eastern traffic commissioner Keith Waterworth banned the firm from operating any more than its existing five registered local services.

Roger Flatt, trading as Jolly Roger Coaches, of 36 Calf Close, Haxby, York, appeared at a Leeds disciplinary inquiry because of concern over his maintenance standards and the operation of untaxed vehicles. The firm holds an international licence authorising the operation of 20 vehicles from bases in York, Pickering and Beverley.

Mr Waterworth said accounts produced appeared to be in the name of a partnership. Peter Tetlow, for the firm, said that, initially, Mr Flatt had been a sole trader but had subsequently gone into partner-

ship with a Mr Smith, a former employee. Mr Waterworth said a new licence should have been applied for. Should the licence still exist at the end of the proceedings he would require an application to be made for a fresh licence in the name of the partnership.

DoT vehicle examiner Roy Kelly said he had carried out a maintenance investigation in February without prior warning following the issue of three immediate prohibitions, all marked as showing a significant maintenance failure, at Pickering on 22 January.

Three vehicles were examined and three defect notices were issued. Over the last five years 10 immediate and 17 delayed prohibitions and variation notices had been issued to Jolly Roger vehicles. He understood Mr Flatt had been prosecuted by the DSS for employing people who were on social security.

In reply to Mr Tetlow, Mr Kelly said the maintenance facilities were satisfactory and adequate numbers of maintenance staff were employed. His concern was the quality of the daily checks and preventative maintenance inspections.

He said the inspection records did not really reflect the true condition of the vehicles. The people doing the inspections were quite skilled but what was missing was training in in-depth inspections. He agreed two of the January prohibitions related to gangway trapdoors not being properly secured.

Mr Tetlow said the third prohibition related to a steering box less than 12 months old which had to be replaced because of an internal defect. An independent contractor was being brought in to carry out the inspections and the drivers' daily checks were to be supervised by a mechanic.

Mr Flatt said the firm's latest accounts showed turnover had increased from £175,000 to £335,000 and profits had risen by 20 per cent. The increase in the costs of spares and repairs, from £13,000 to over £30,000, was because additional vehicles purchased had not been 110 per cent and they'd had to spend a lot of money on them. The firm had 20 vehicles on the road. One of its fitters was being sent on a five-day VI vehicle inspectors' course in June.

Mr Flatt said he had pleaded guilty to two charges before York Magistrates to making a false statement to the DSS, being given a conditional discharge for 12 months. Twice they had employed someone for a limited period and had not included them on the list of employees. There had been no financial gain to the firm and, in fact, he had paid a greater sum in personal tax

his problems

they had since reduced that to four weeks. They had moved premises in the last 18 months and they had been so busy that the paperwork had suffered. The premises had cost £313,000 and they had spent over £200,000 to date on improving them. A member of staff had now been specifically tasked to ensure that drivers handed in their daily defect report sheets.

Mr Cullinan said that, following the meeting with the Traffic Area Clerk, he had spoken to the drivers but they still did not do what they were required to. He'd had to threaten drivers, but he had to be careful as he had threatened a driver some years ago who took him to an industrial tribunal for unfair dismissal and had cost him £6,000.

Unless he walked round with the drivers, or stood with them, he was still in their hands. Mr Backhouse said Mr Cullinan was entirely dependent upon drivers carrying out their daily checks properly. The Merseyside area was not the easiest area in which to ensure drivers did the paperwork.

However, the system had been considerably tightened and drivers would have to toe the line if

they wished to remain in Mr Cullinan's employment. The prohibition history was the inevitable consequence of operating vehicles 15 to 20 years old, carrying in some cases schoolchildren, despite the maintenance systems in place.

Suspending the vehicles, Mr Levin said he had no doubt about Mr Cullinan's devotion to his business, which was financially successful. Unfortunately, his business was the carriage of passengers and of prime importance was the safety of those passengers.

Operators must ensure their vehicles were always safe. That was the whole purpose of the licensing system. Normally there was a prompt response to 'warning shots across the bows' but here there was a fairly long history of warnings that had not resulted in a prompt and satisfactory response going back for at least two years. It had taken a further unsatisfactory maintenance investigation and a public inquiry to get the system up and running. It should not have taken that time.

Mr Levin said he believed management was at fault. It was no good saying drivers would not do as they were told.

cut, services pegged

as a result. The amount of under declaration was under £150.

Mr Tetlow said the DSS had received anonymous information Mr Flatt had been making large-scale cash payments to drivers but, following a full-scale investigation, that proved not to be the case.

Of the four vehicles it was alleged were untaxed, said Mr Flatt, one had not been operated for two years and was awaiting collection by the Wolverhampton Preservation Society, one was being cannibalised for parts, one had been without an engine during the period it was untaxed, and he had forgotten to return the bottom portion of the registration document when the fourth vehicle had been part exchanged for a more recent model.

Agreeing the firm had received a number of warning letters, Mr Flatt said he had written to the local test station over one matter

where they felt they had been victimised. They had been given a prohibition for excessive wear in a kingpin. However, when the kingpin was later examined there was no wear. They had received no response from the VI.

Mr Waterworth said he found that surprising. In suspending the three vehicles, he said it was clear the VI had identified flaws in the firm's maintenance system and in the way the procedures were being managed. There had been a significant number of prohibitions issued and the firm had been given previous warnings about maintenance.

It was a pity the positive steps taken had not come earlier in the five-year saga. He would ask the VI to carry out a further check in six to nine months.

If the firm's prohibition record continued in the same vein, severe action was likely. **CBW**



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1987 DAF MB 230 DKFL 12M (M) PLAXTON PARAMOUNT 3500 51 reclining seats, brown moquette, rear offside sunken toilet, continental door, wired for T.V., video, water boiler and cool box, tinted double glazed side windows, power entrance door, finished white/red. **M.O.T. NOVEMBER 1997**

1980 VOLVO B58 (M) PLAXTON SUPREME IV 12M 53 seater, red striped moquette, power entrance door, finished in white with lilac relief. **M.O.T. AUGUST 1997**

1987 DAF LAG PANORAMIC (11.6L 280 BHP) 12M (M) INTEGRAL 49 reclining seats, courier seat trimmed in grey striped moquette, centre sunken toilet, continental door, tinted double glazed side windows, Telma, driver's berth, air conditioned, power entrance door, finished white/red. **M.O.T. SEPTEMBER 1997**

1989 DENNIS JAVELIN 240 (M) PLAXTON PARAMOUNT 3200 51 reclining seats, grey striped moquette, rear offside toilet, continental door, TV, video, water boiler, power entrance door, finished white/orange/yellow. **M.O.T. MARCH 1998**

1987 VOLVO B10M PLAXTON PARAMOUNT 3200 53 reclining seats, brown moquette, tinted double glazed side windows, power entrance door, finished white with blue stripes. **M.O.T. DECEMBER 1997**

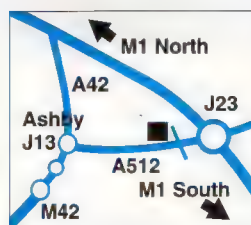
1990 DAF SB 2300 (M) 599 JONCKHEERE 51 reclining seats, grey striped moquette, courier seat, centre sunken toilet, continental door, drink's machine to video, double glazed power entrance door, finished white/yellow/orange. **M.O.T. JANUARY 1998**

1987 MERCEDES (M) 307D 12 seater, grey/red/orange striped moquette, overhead luggage racks, radio and PA tape, finished all white. **M.O.T. JANUARY 1998**

1989 SCANIA K93 12M (M) DUPLÉ 320 51 reclining seats, brown striped moquette, rear offside sunken toilet, continental door, tinted double glazed side windows with curtains, wired for T.V. video and drink's machine, power entrance door, finished silver/blue. **M.O.T. MAY 1998**

1993 PLAXTON 425 INTEGRAL (M) powered by CUMMINS L10 290 BHP ENGINE TELMA retarder, 53 reclining seats, footrests, armrests to isle, tinted side windows, curtains, centre continental door and steps, courier seat, radio and PA tape, brown/orange moquette, finished white with grey skirt. **M.O.T. SEPTEMBER 1997**

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EU hours: instructions are the first step to avoid the risk of prosecution

Do your drivers know the rules?



OPERATORS have an obligation to take any steps necessary to ensure drivers comply with the EU Driving Hours rules. There can be little room to doubt that the first step must be making drivers aware of what the rules are.

There is a disturbing level of evidence that a great many drivers are not clear about what they can, and cannot, do. This places them and their employer at risk of prosecution, with a consequential risk of action being taken against the O-licence.

Employers who do not issue their own written instructions to drivers are strongly recommended to do so. To assist, the opposite page is designed to be copied, personalised and distributed to drivers. Should the need arise to prove that they had received instruction it might be prudent to keep a receipt for this in each driver's file. It will be noted that this document only deals with the EU hours rules. A further instruction sheet will follow in due course on the record keeping aspects of driving hours.



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Produce photocopies of this form for all your drivers and get them to sign for the receipt of a copy

Guide to EU Drivers' Hours rules

DAILY WORKING PERIOD

The daily working period is a maximum of 24 hours (or 30 hours where a vehicle is multiple manned throughout the driving periods). It is not a calendar day. It is any period, of no more than the permitted maximum time, selected by the driver and his employer to best suit operational needs.

There may be occasions when it is beneficial for the daily working period to be considerably less than the 24 or 30 hours maximum. A daily working period begins when work is done after a daily or weekly rest period has been completed.

This may not always be the time when the previous working day ended as the daily rest period (or compensation attached to it) may well extend beyond the end of the daily working period to which it relates.

DAILY REST PERIOD

Whatever its length, a daily working period must contain a complete daily rest period. During a rest period drivers must have freedom to do as they wish. Any time when you are working or on duty cannot, therefore, count towards daily rest. Daily rest can be taken on a stationary vehicle as long as it is fitted with a bunk, ie, the driver has the freedom to lie down to rest or to relax away from the vehicle.

The normal minimum daily rest period is 11 hours, but this may be reduced to nine hours up to three times in any week. Any reduction has to be compensated before the end of the following week by extending a rest period, or periods, of at least eight hours by the number of hours for which compensation is due.

When daily rest is taken as one block of between 9 and 11 hours, it must be taken at the end of the daily working period. Therefore the maximum 'spread-over' time from starting work until beginning an unbroken daily rest period is 15 hours (ie, 24 minus nine).

As an alternative to the unbroken daily rest period, a driver may split daily rest into a maximum of three parts. None of them can be less than one hour and one of them must be at least eight hours. When rest is split, the total daily rest required increases to a minimum of 12 hours.

The larger block - of eight hours or more - has to form the end of the daily working period. There is no limit on the number of times in a week that daily rest can be split, nor is there any requirement for later compensation. The increase to 12 hours has taken care of that.

This enables time spent waiting during the day to count towards the daily rest and

Issued to driver (name)

.....

On (Date).....

increases the maximum single manning spread-over to 16 hours (24 minus eight). For example, two rest periods of two hours, or one rest period of four hours taken during the day, plus eight hours at the end can comprise split daily rest. Rest taken before any work is done cannot count towards the rest requirements for that day.

When a vehicle is manned throughout by two or more drivers the minimum daily rest required is eight consecutive hours in a daily working period of up to 30 hours. It is, however, not compulsory to work to the multiple manning limits. In some circumstances continuing to work under the single manning rules may be the favoured option.

WEEKLY REST PERIOD

For all purposes connected with these rules the week starts at 1am on Monday and finishes at midnight on Sunday. In the course of each week one of the daily rest periods must be extended to make it a weekly rest period of 45 consecutive hours.

This can be reduced to 36 consecutive hours when you are working from your home base or to 24 consecutive hours when working away from home. Any reduction has to be compensated before the end of the third week following the week in which the reduction took place by adding all of the shortfall to a single daily rest period of at least eight hours. You are entitled to demand that compensatory rest periods are taken at your home base.

The entire weekly rest period does not have to be taken within the week to which it relates. The normal rule is simply that just some part of it must be within the relevant week. It may, therefore, start in the week before the one to which it relates, as long as it finishes after 1am on Monday. Likewise, as long as it begins on Sunday, it can relate to that week even though it runs over into Monday. This does not, of course, allow one weekly rest to be counted against more than one week.

However, a driver who is on regular EU work (eg, a shuttle) must have no more than six daily driving periods (see below) between weekly rest periods. The only exception to this is that the gap between weekly rest periods can be up to six days (6 x 24 hours) if the total driving time in that period does not exceed what is allowed in six daily driving periods.

Where a driver is not on regular EU work, the rule is more generous: he must have

no more than 12 daily driving periods (see below) between weekly rest periods; again with the exception that the gap between weekly rest periods can be up to 12 days (12 x 24 hours) if the total driving time in that period does not exceed what is allowed in 12 daily driving periods.

Although the basic rule is that a weekly rest has to either start or finish within the week to which it relates, it is permissible to actually postpone a weekly rest and take it in the week following that for which it was due; but this is still subject to compliance with the six, or 12, day maximum period between weekly rests. During the week into which the postponed weekly rest is taken, a weekly rest for that week has also to be taken. In some cases the two weekly rests may join together, but this is not essential as long as the six or 12-day rule is observed.

DAILY DRIVING PERIOD

In any daily working period a driver may not drive for more than nine hours, save that this can be increased to 10 hours twice in any week without any need for a compensating reduction. There is no overall limit on the number of hours driven in one week, but there is a maximum of 90 hours in any two consecutive weeks.

CONTINUOUS DRIVING

After a maximum of 4½ hours driving a break of at least 45 minutes must be taken unless the driver begins a rest period. As a period of one hour or more can count as a rest period which may form part of split daily rest there may be occasions when it is advantageous to take an hour's rest rather than 45 minutes break.

At the other extreme, it is permissible to split the 45-minute break up into smaller breaks of at least 15 minutes taken during the driving period.

There are two important points to remember when this is done. Firstly, the breaks have to be taken during the relevant driving period. Breaks taken before the driving period started do not count towards the aggregate total of 45 minutes.

Secondly, irrespective of the length of the driving period, once a total of 45 minutes break have been taken, the slate is wiped clean and a new count of 4½ hours driving starts to run.

There is one other exception to this rule that applies only to regular services terminating at certain designated city centre termini (eg, Victoria Coach Station in London and Digbeth in Birmingham). Here a break of 30 consecutive minutes after a maximum of four hours driving satisfies the law.



LETTER OF THE WEEK



I back phone campaign

From Sean O'Neill

I refer to your editorial (*CBW*, 10 May) criticising the RoSPA's campaign to outlaw the use of mobile phones while driving.

I myself support this action as merely talking while driving is not the issue, for the following reasons:

Drivers can choose to talk to their passengers when road and traffic conditions indicate that it is safe to do so. However, on the other hand, a mobile phone demands a

response regardless of road and traffic conditions and the messages transmitted can be detailed, requiring considerable concentration and causing the user to be driving with one hand and taking more notice of his phone than the traffic around him. This can cause him not to be giving due care and attention to other road users.

Sean O'Neill
Wigan
Lancs

Why BUSK is success

From Pat Harris

The letter faxed to you recently from BUSK was not really for publication. It was to you, as is this letter, although you can print it if you wish. I and others, not just within BUSK, detect from the tone of your reply, a hint of annoyance. My letter to you was not intended to annoy, but to offer you some facts about BUSK to balance out your comments.

However, BUSK members cannot and do not agree with you when you say we have not worked with 'professionals' in the industry. How would you know this? To put the record straight, BUSK has, indeed, worked with many professionals in the industry but, as with much of our work, we do not publicise it. Those professionals in the industry who have worked with BUSK, met with us to discuss ways forward, and have done so because they realise that, although we may not know everything, we do actually know what we are talking about. In many cases, some BUSK members know more than some

CPT got around the table and talked with us but we should never have had to call any boycott to get those meetings.

Your paragraph explaining how, over the last 15 years, the industry's trade association has been in liaison with the DoT for a sensible solution to improve safety of passengers, says it all. This is why in just over four years, BUSK has been so successful — because we have achieved and done more for road safety than anyone else in the UK. As long as BUSK is needed, we will remain active for the benefit of every school child in this country.

Pat Harris
National Organiser
BUSK
Usk
Monmouthshire

■ When writing to the editor, please make it clear if the letter is not for publication — Ed.

Real problem is EU

From Keith Payne

Write to: The Editor
Coach and Bus Week
EMAP Automotive Ltd
Wentworth House
Wentworth Street
Peterborough PE1 1DS
fax: 01733 467154
e-mail: FrankF@
automotive.emap.co.uk



Keep those letters rolling in. If requested, we will publish them anonymously, but always include your full name (ie, first name and surname), address and telephone number. And don't forget you can fax or e-mail them to us as well



CORGI
CLASSICS

Letter of the week
wins a Corgi
Classics model bus

buses to be used on school contracts?

In my own locality, since the change in law on pre-88 vehicles, there has been an increase in the appearance of elderly buses, which can be bought for the price of a set of belts and are not in the best of health environmentally. Regularly I am asked by schools: "Do you have seatbelts" and this is followed by: "We do not have much money and want to put three children to a seat." Surely there must be some clarity in all this?

So, at the end of the day, is Mrs Harris working to double standards? Her organisation is Belt Up School Kids, which becomes self defeating with old coaches and buses on contracts. "You Cannot Belt Up in a Fleetline" may

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PICTURE: Photobus (phone 01539 568540)



Yellowway: a memory of yesteryear

Common sight on scheduled services

Yellowway bought 19 Bedford VALs, including four with Legionnaire body

YELLOWWAY Motor Services was one of the most respected names in coaching in the days when express services were regulated. The immaculate orange and cream coaches, emblazoned with large sun motifs, were a common sight on scheduled services that stretched far from their Rochdale base to coastal and inland destinations like Blackpool, Torquay, Clacton, Cambridge, the East Midlands and London – and to the Associated Motorways interchange at Cheltenham.

Its first coach, built in 1912, was a charabanc based on an older Foden steam wagon. Petrol-engined Dennises soon followed and Yellowway became a limited company in 1915. It could so easily have disappeared 15 years later in the midst of the Great Depression when the receivers were called in and some vehicles were repossessed by HP companies, but it was restructured and prospered for decades, latterly under the control of Hubert Allen, its widely-respected chairman and managing director.

The company's sale to the ATL Group in 1985 offered hope of a new era for Yellowway and it began expanding back into local bus work in the following years, but a series of problems led to its closure around the end of 1988. Happily,

 **CORGI**
CLASSICS

its reputation has proved more enduring than the memory of its somewhat ignominious end and there is a particular fondness for its distinctive heavyweight coaches, AECs especially. In the Sixties it bought 19 examples of one of the most memorable coaches of that swinging decade – Bedford VALs. Four had Harrington Legionnaire bodies, the others Plaxton Panorama or similar Val bodies. HDK 44E was the first of three 49-seat Panorama VAL14s bought in 1967 to replace similar coaches delivered the previous year.

The VAL had been launched in 1962 as Bedford's answer to the previous year's relaxation in Construction & Use Regulations which, for the first time, permitted 36ft (11-metre) single deckers. Compared with its heavyweight rivals – and the lightweight Ford Thames 36 that followed it a year later – the VAL looked particu-

larly sleek and exciting with its twin-steer layout and six low-profile wheels on three axles.

It was a design that somehow seemed to fit the age of the fast-expanding national motorway network. Yet the chassis was launched with a price tag of only £1,775 – less than two thirds the price of a heavyweight AEC or Leyland. The six-wheel layout was, in fact, born of necessity. Bedford didn't produce sufficiently heavy axles at the time for a two-axle 36ft coach, so it used three small ones instead. And until its 466 engine was ready in 1966, it also had to rely on rival Leyland for a source of sufficiently powerful engines for the VAL. HDK 44E was one of the last VAL14s with Leyland's O.400 engine. The Bedford-engined replacement, the VAL70, remained in production until 1972.

By then, the VAL's limitations had also become apparent. Although the extra axles gave it a good ride, and the small dimension wheels made for an acceptable bus as well as a coach, they lacked the friction area needed for long lasting braking performance, and the twin steering also added to tyre wear – yet many gave long and faithful service to first, second and subsequent owners who knew how to live with them.

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- 93 (K) DENNIS JAVELIN - DUPL 320 SL**
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48 recliners, toilet.....£82,500
- 90 (G) DENNIS JAVELIN 8.5 - PARAMOUNT 3200**
35 seats, power door£57,500
- 90 (G) VOLVO B10M - EXPRESS LINER**
51 seats, rear toilet, double glazed£82,500
- 88 (E) SCANIA K112 - UNICAR ELAN**
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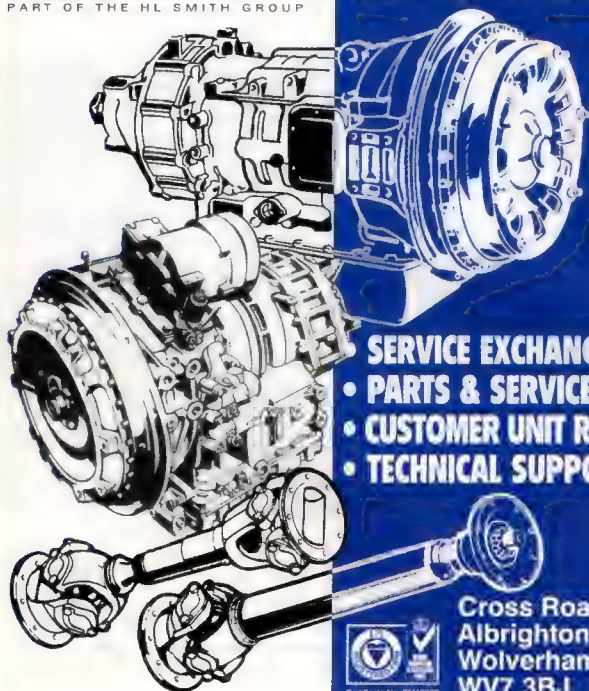
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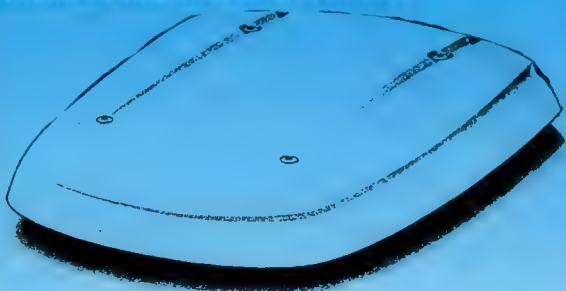
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Your chance to be a winner in 1997

Readers will judge individual livery

ACT now is the message if you want to enter for the 1997/8 Coach Industry Awards. If you have already requested entry forms using the application form in *CBW* you should have received them — if not give us a ring or take a look at pages 32 and 33 of this magazine.

The system this year is very similar to previous Coach Industry Awards. Self nomination is the rule for the majority of categories and your entry must be on an official entry form.

All entries must be in by 20 June, so time is getting short.

However, the forms are easy to complete while providing the judges with sufficient information for them to complete the first round of judging.

The 1997/8 Coach Industry Awards is the fourth in our series of annual events, which have grown bigger and better by the year. But as the event has grown in stature so the competition for the many categories has increased.

One change for this year is a different procedure for the Individual Livery of the Year. Self nomination was the order of the day in 1996 and this is still the case for Fleet Livery but this year Individual Livery will be decided through a competition run in the pages of *CBW*.

Starting on 21 June — the day after the deadline for entry to the other categories — we shall display operators'

liveries. As each week goes by a different livery will be illustrated, culminating in a grand parade at the end of August/early September giving registered subscribers to this magazine a vote. The most popular livery will be the winner.

This category is open to a single livery — whether it be on one or more vehicle doesn't matter. The readership will be the final arbiter of which is the best

Do you have a vehicle that can win? Last year's winner Coach Stop won with its highly distinctive Polar Bear design. Does it have a chance with the stunning 'Secrets' livery on its Setra?

REMEMBER - if you don't enter you can't win and all you have to do is send a photograph to the editor together with the form below completed with your details.

Picture quality will be important (slide or print are equally acceptable) because the image you send will be the image judged by *CBW* readers.



The Fleet Livery Award will continue to be judged by our panel



Last year's winner: Coach Stop's Solar Polar

COACH INDUSTRY AWARDS 1997/8

INDIVIDUAL LIVERY OF THE YEAR

Please complete the details below and return this entry form to: Mike Morgan, Editor, Coach and Bus Week, Wentworth House, Wentworth Street, Peterborough, PE1 1DS, fax 01733 467154

NAME.....POSITION.....

COMPANY.....

ADDRESS.....

TEL.....

PS - don't forget to enclose a photograph

Coach and Bus Week ending 31 May 1997

Your route to success in 1997



ACT NOW!

This is your first step to entry for the 1997/8 Coach Industry Awards

- Complete and detach the application (right) for an entry form for the categories of your choice
 - Entry is by self nomination for the majority of categories
 - You need an official form to enter and a separate form for each category
 - Post or fax the application to the CBW editorial office as soon as possible
- and we'll send you the forms by return
- Entry forms are easy to fill in while providing the judges with sufficient information for them to complete the first round of judging
- REMEMBER** - if you don't enter you can't win ...and if you haven't got a form you cannot enter



Stage one - apply to CBW for an entry form for all categories where entry is by self-nomination

Stage two - complete the entry form

Stage three - judges use the information supplied to determine the winner in each category

Stage four - where the decision is close the judges will draw up a short-list but this will not apply to all categories

Stage five - short-listed candidates are invited to support their entry with extra information. Finalists in the people awards - Coach Driver of the Year, Coach Manager of the Year, and Coach Engineer of the Year - will be notified

Stage six - meeting of judges to select winners from the short-lists and elect the Best British Coach Operator of the Year

Stage seven - interviews for people awards

Stage eight - announcement of results and presentation at CBW's Coach Industry Awards Gala Dinner

Meanwhile, separate competitions will be conducted by the Coach Tourism Council for the CTC Award and through the pages of CBW for those categories where readers of the magazine have a vote.



DATES FOR YOUR DIARY

Closing date for entries:	20 June 1997
Deadline for additional information required when the judges decide to short-list:	15 September 1997
Interviews for 'people' award finalists - Coach Driver of the Year; Coach Manager of the Year; Coach Engineer of the Year:	15 October 1997

APPLICATION FOR ENTRY FORMS

Entry for the 1997 *Coach Industry Awards* starts with an entry form. Tick the boxes below and you will be sent the forms for the categories of your choice.

Each form guides you through the entry process, explaining the judging criteria and the information that you must supply.

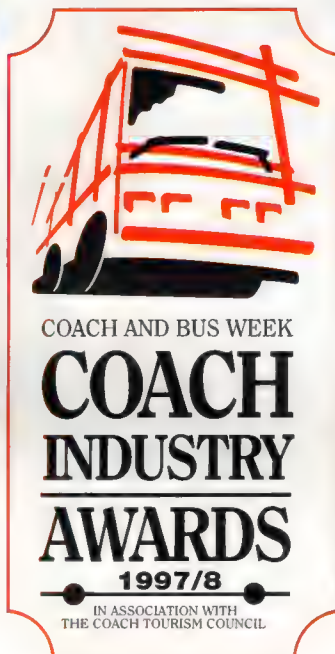
Section One

☐ **Coach Operator of the Year**

There are three separate categories - 1-15 vehicles; 16-39 vehicles; 40 plus vehicles - and the overall category for The Best British Coach Operator

Section Two

☐ **Coach Driver of the Year**
☐ **Coach Manager of the Year**
☐ **Coach Engineer of the Year**



Section Four

☐ **Operator Training Award**
☐ **Marketing Campaign of the Year**
☐ **Fleet Livery of the Year**
☐ **Coach Tour Programme of the Year**
☐ **Day Excursion Programme of the Year**
☐ **Coach Tour Brochure of the Year**
☐ **Coach Industry Supplier of the Year**
☐ **Dealership of the Year**

Section Three

☐ **Group Attraction of the Year**
☐ **Group Accommodation of the Year**
☐ **Coach Sea Route of the Year**
☐ **Coach Tour Wholesaler of the Year**

Section Five

The following additional categories will be decided by ballot. No entry form is required because full details will appear in *CBW*.

Individual Livery of the Year
CTC Award
Coach of the Year (40 plus seats)
Midicoach of the Year (16-39 seats)
Minicoach of the Year (1-15 seats)

Please complete the details below and return this application form to the address at the bottom of this page.

NAME.....POSITION.....
 COMPANY.....
 ADDRESS.....TEL.....

Mike Morgan, Editor, *Coach and Bus Week*, Wentworth House, Wentworth Street, Peterborough, PE1 1DS

FAX: 01733 467154

CBW3



DENNIS

Customer-friendly Axial 'double first'

Hertfordshire operator's first Berkhof and first Dennis Javelin is ideal for the smaller groups

SMALL and friendly atmosphere makes this 10-metre, 41-seat Berkhof Axial ideal for the top-end charter work run by Richmond's Coaches of Barley, Herts.

"Most of our coaches are full-size," said director David Richmond. "But we know from experience that smaller groups prefer to travel in a more compact coach."

"It creates a friendlier travelling environment, and it also rein-

by Mark Williams

forces the impression of getting value for money. Even though the costs of running a 10-metre coach are not significantly lower, customers like to feel that they are not paying for a bigger vehicle than they need."

The purchase is a double 'first' for the 24-vehicle operation — its first Berkhof and its first Dennis Javelin. Richmonds is hoping to see

the benefit of the fuel-efficient Cummins engine...and the fact that residuals of 10-metre coaches can be very impressive.

The Berkhof end of the deal is indicative of Richmond's work, with recliners and double-glazing among other refinements. Richmond's celebrated its 50th anniversary last year, and now runs a lot of incoming and corporate work in the Cambridge area and London.



ALEXANDER

Welcome on the hillside

SOUTH Wales' hills and valleys are a tough environment for buses, which is part of the reason Scania N113 chassis were specified for Newport Transport's latest Alexander Striders.

The 256bhp engines, to Euro 2 specification, make easy work of the gradients, returning better fuel figures than did the chassis' previous, lower-powered engine. It drives through a Voith D863 automatic gearbox.

Alexanders feature heavily in the 88-strong fleet. Newport Transport has 50 of them, the core of which are 30 Striders. They have replaced time-expired double deckers.

"They are better for our customers, with no stairs to climb, they cut vandalism and they are easier to keep clean," said md Edwin Marsh. "The Strider/Scania combination has proved ideal for our business."





UVG

Early bird catches customer

UVG'S early delivery dates and established quality led Mackies of Alloa to buy four of these Dennis SLFs with Urbanstar bodies.

"There was also a slight price advantage but the shorter lead time for delivery was the final arbiter," said Lennox Mackie, md of the bus operation. The buses — now with 20,000

miles on the clock — are performing faultlessly, and have won the acclaim of passengers. "They are delighted with them," said Mr Mackie. "They replace Lynxes, which are also easy to board, but I think the extra handrails and DPTAC features add to these vehicles' accessibility."



Deals In Brief



Irish eyes smiling...

CAETANO UK obviously has the right formula for Irish operators, with this trio of Algarve IIs delivered for Summer. JJ Kavanagh and Sons of Irlingford, County Kilkenny, has taken this B10M-based coach as one of three with the same, 53-seat configuration. They will be on duty for private hire and contract work.



...with this cache...

ARDCAVAN Coach Tours of County Wexford also has a 53-seat B10M, but has opted for a demountable centre toilet for those 49-seat, long-range occasions. It also has cooler box and hot water, Continental door and tinted windows.



...of Caetano coaches

AND Dero's Coach Tours of Killarney had its local tour work on Kerry's narrow roads in mind when it bought this 8.5-metre, MAN 11.220 Algarve II from the Heather dealership. The 35 seater has tinted windows and the usual executive refinements.

CBW

Deals In Brief



Capital collects

CAPITAL Coaches of West Drayton, near Heathrow Airport, has bought this Volvo B10M-based Plaxton Premiere 320 from Yeates Bus & Coach of Loughborough. The coach has a standard, 53-seat layout.



Top-spec tri-axle

ACTON Holidays and Travel went to Scania Bus and Coach for its latest tour vehicle — this top-spec tri-axle Scania Irizar Century. The 51 seater has air conditioning and the usual refinements of a quality executive vehicle.



Simple but smart

THIS simple but smart livery belongs to Kerry Coaches of Killarney, which has taken a Jonckheere Mistral 50 on B10M for the Summer season. The 53 seater was sourced from Yeates Bus & Coach in Leicestershire.



PLAXTON

Beaver fan still eager

Stones stays with best-selling Plaxton body

BEAVER fan Jim Stones has kept with the best-selling Plaxton body with his latest order for four buses.

The Beaver 2s on Mercedes-Benz 0810D sports a lower entrance step to meet DPTAC recommendation... 250mm, followed by two 200mm steps, in an entrance a full 700mm wide.

The Leigh, Lancashire independent

has been running local services since deregulation: "I buy the Plaxton Mercedes combination because I believe it's the best there is," said Mr Stones.

He has specified a five-speed manual gearbox, and an interior with 31 seats, 12 standing. He now runs 10 Beavers, which can now be built on the latest Mercedes-Benz Vario chassis.



Collins takes second Transliner

COLLINS Coaches of Carrickmacross, Co Monaghan has taken its second Neoplan Transliner GX and will be using it within its eight-vehicle fleet on incoming tourist work.

The company was started in 1979 and is run by husband and wife team, Pat and Cora Collins. Although the bulk of its work revolves around tourism, Collins also operates a daily express on the 55-mile route to Dublin. Loadings on this service peak on Friday night and

Monday morning, when up to seven coaches are needed. It bought its first Transliner last year and the latest acquisition incorporates the manufacturer's modifications which have increased the number of entrance steps to three and added an extra seat through a rearranged fridge layout alongside the rear Continental exit, giving 49-seat capacity. Mr Collins (above) said: "We were very pleased with the Transliner we purchased in 1996."



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Fax: 01733 467154

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Guide price **£12,000**

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High line, 49 seat, TV/Video,
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turbo, in stock now, 611 + 711 turbo
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Coach and Bus Week ending 31 May 1997



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Coach and Bus Week ending 31 May 1997

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68319/DU

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W reg.

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68428/LE



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68305/LE

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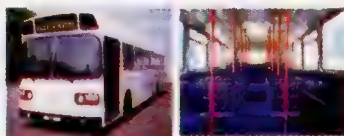
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68325/LE

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68620/ME

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68311/ME

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68319/ME

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- 1990 RENAULT TRAFIC Diesel, 11-seater, s/door, belts, test Oct '97 £3,500
- 1989 MERCEDES BENZ 407D, 16 seater, p/door, 8 forward, 8 inward seats on tracks,
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- 1989 (G) MERCEDES-BENZ 308D, Diesel, 14-seater, h/roof, s/door, lap belts, test
Sept '97 £6,500
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- NON-PSV**
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67503/MB

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P 96

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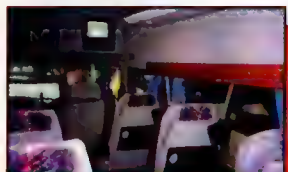
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1989/90 F/G Iveco 49.10 TurboDaily, Robin Hood/Phoenix bodywork, 5-speed manual, most with power steering, 23 or 25 seats, power doors, luggage pen, **some with fully reconditioned engines complete with one year unlimited mileage warranty**, excellent choice from just £5,995 to £7,995

1988 F Iveco 49.10 TurboDaily buses, Robin Hood bodywork, 21 seats and 7 standees, 5-speed manual, green/grey or beige/orange interiors, power doors, choice of two vehicle including **one with fully reconditioned engine with 12 months unlimited mileage warranty**, from £4,995 to £5,695

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1987 D Iveco 49.10 19/21 seat buses, Robin Hood bodies, 5-speed manual, optional luggage pens, power doors, beige/orange or burgundy/grey interiors, good choice at just £3,995

1984 B Leyland Cub CU435 Wadham Stringer Vanguard 32-seat bus, PSV spec, bus seats with seatbelt/harness clamps, forced air ventilation, luggage boot, power steering, manual gearbox, one only

DUE IN SHORTLY

1988 E Mercedes 609D Reeve Burgess Beaver 25-seat coach

1989 G Mercedes 709D PMT 25-seat coach

1981 PP DAF MB200DKL Caetano Alpha, 49 recliners plus toilet

1986/7D Sherpa 20-seat buses with Ford DI engines and five speed gearboxes, choice of three.

1987 D MCW MetroRider 23-seat bus. Cummins engine, repanelled, good MoT

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1987 D Freight Rover Sherpa Carlyle Mark I 18/20 seat bus, MoT February 1998, red/grey moquette, green exterior, power door, **£1,995**

1981 W Mercedes 508D Devon 19-seat coach, small rear luggage boot, attractive interior, MoT'd to February 1998, drives well, **£1,795**

1981 PP DAF MB200DKTL Caetano Alpha GT 49-seat coach, radio/pa, red striped moquette interior, centre sunken toilet, tidy condition for year, just out of MOT but drives very well, excellent value for money at just **£4,495**

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MERCEDES SPRINTER, 16 seats
LEYLAND DAF, 16 seats

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1993 L REG MERCEDES 814D CLASSIQUE II, 29 seats and courier exec.
1991 J REG FORD TRANSIT, 15 seater, diesel, auto.
1991 H REG MERCEDES 609D 24 seats with seat belts, dual purpose
1991 J REG FORD TRANSIT 15 seater, auto
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Reeve Burgess bodywork, 20 seats + standees, power door, good MoT. Choice of 3. From £4000

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Dormobile body, 29 seats, service spec, painted in white, good MoT.



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Carlyle II body, 25 seats, service spec, power door, new MoT.



1986 IVECO 49.10

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LEYLAND NATIONAL

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BEDFORD

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1985 Mercedes 608D, 21 coach seats, luggage racks, full soft trim, tinted glass, slam door, private plate, Nov test

1987 MCW Metrorider, 25 coach seats, boot, luggage racks, power door, manual gearbox, tinted windows, repainted white, test Feb '98

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1978 AN68 Alexander body, 86 seats, test Dec

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68628/VSM

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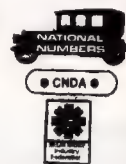
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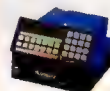
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Bedford 466 pistons +020, +040 at £35
Bedford 500T, 500NA liners. at £28
Bedford 500T, 500NA top and bottom gasket set. £100
Bedford 500 PHI short engines at £1350
Bedford 500 PHI block reconditioned. at £600
Bedford 500T crankshafts at £350
Bedford 500T 500 N/A crank bearings £100 set

LEYLAND TL11 Tiger
Leyland TL11 pistons Mahle teflon at £55 each
Leyland TL11 cast liners at £25 each
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Leyland Tiger compressor, recon at £290
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68535/VEH

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68449/UN

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COACH AVAILABLE, for work with driver,
53 seats, TV/video, fully belted. For details
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Classified Deadlines

Booking **TUESDAY 1600**
Bookings requiring Proofs **MONDAY 1200**
Cancellation **MONDAY 1200**

Coach and Bus Week ending 31 May 1997

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1984 LEYLAND TIGER PARAMOUNT,
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1949 Bedford O.B Duple Vista Coach, 29 seater
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(seat belted)
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All the above vehicles are in daily use, currently MoT'd
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Plus lots and lots of spares, workshop equipment etc
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Appointments & Tenders

Tel: 01733 467144 Fax: 01733 467154

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AREA MANAGERS

WMSNT is a charity, providing an accessible door-to-door minibus service throughout the West Midlands, for people with mobility difficulties. The Company is seeking to appoint 3 Area Managers, each with a responsibility for the operation of approximately 40 specially adapted minibuses. The service operates 7 days per week on a 2 shift basis.

The successful candidates will have considerable management experience in the passenger transport industry, controlling staff working out of separate depots. Ideally, they will have first hand experience in the scheduling and legal aspects of passenger transport, be committed to meeting the needs of people with mobility problems and have effective leadership qualities.

Apply in confidence by submitting a comprehensive C.V. to the Personnel Manager by the latest 27th June 1997. Selected applicants will be invited to attend for an interview late July. An attractive salary package will be available.

WEST MIDLANDS SPECIAL NEEDS TRANSPORT LTD,
218-220 WINDSOR STREET, NECHELLS, BIRMINGHAM B7 4NE

68580/APP

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ASSISTANT GENERAL MANAGERS



Vacancies have arisen for the position of Assistant General Manager at the Shires' Luton and Watford depots.

The successful applicants will report directly to the General Manager of the relevant depot and will assist in the responsibility for the profitability and operations of the depot.

The appointees will demonstrate the ability and potential to manage a semi-autonomous business unit, with a view to optimising financial performance, whilst developing and planning the business for the future. He/she will demonstrate leadership skills and an all round appreciation of the day-to-day operations of a busy bus garage.

An attractive and comprehensive remuneration package, including company car, is on offer to the right applicant.

Applications, in writing, with CV, to:
Mr Dennis Upton, Deputy Managing Director, the Shires,
Castle Street, Luton, Beds LU1 3AJ.

All applications to be received by Monday, 16th June, 1997.

68644/APP

Contract Compliance Manager

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£25,026 - £34,262

London Transport bus services are provided by a range of private operators, each of which works under contract to LT Buses. It is here that we are looking to appoint an experienced professional to lead a small team responsible for visiting the premises of these operators and checking that contractual terms are met.

Managing and co-ordinating this team, you will ensure that the appropriate systems, controls and procedures are in place, that adequate documentation of services, journeys, fares and accidents is maintained, and that the appropriate revenue is submitted. You will then oversee the production of comprehensive reports following discussions on the audit findings with management.

This is a key role that demands the ability to monitor systems, procedures and transactions accurately whilst forging and maintaining effective working relationships - both with operators and at all levels within LT Buses. A strong knowledge of bus operations and/or internal control disciplines is essential, accompanied by excellent interpersonal and analytical skills.

In return, you can expect a rewards and benefits package fully commensurate with the importance of the post.

To apply, please write with your cv to Richard Davies, Central Human Resources, London Transport, 55 Broadway, London SW1H 0BD, quoting reference 539/E.

Closing date: Friday 20 June 1997.

Working towards equality



London Transport
Buses

Appointments & Tenders

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Self-motivated, determined person to join
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At least 2 years' experience with diesel and petrol
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Able to work without supervision.

Salary subject to experience and qualifications.

Please send CV to:

DOMINO GROUP LTD
1 Sail Street, London SE11 6NQ

GENERAL MANAGER



A vacancy has arisen for the position of General Manager responsible for the Shires' Hitchin and Stevenage depots.

The post is based at Hitchin and the successful applicant will report directly to the Deputy Managing Director and be completely responsible for the profitability and operations of the depots under his/her control.

The appointee will demonstrate the ability to manage a semi-autonomous business unit, with a view to optimising financial performance, whilst developing and planning the business for the future. He/she will demonstrate leadership skills and an all round appreciation of the day-to-day operations of two busy bus garages consisting of 67 vehicles and 153 members of staff.

An attractive and comprehensive remuneration package, including company car, is on offer to the right applicant.

Applications, in writing, with CV, to:

Mr Dennis Upton, Deputy Managing Director, the Shires,
Castle Street, Luton, Beds LU1 3AJ.

All applications to be received by Monday, 16th June, 1997.

68643/APP

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01733 467154



NATIONAL BUS OPERATIONS MANAGER

TDI Advertising, one of the UK's fastest growing outdoor advertising companies, seeks to recruit a National Bus Operations Manager.

The successful applicant will have full responsibility for ensuring that all commercial bus advertising campaigns are fixed in a timely, expedient and cost effective manner. The jobholder, based in Manchester, will manage a team of seven operations managers located around the UK.

Applicants will need to display an ability to manage and motivate staff together with a knowledge of the Advertising/Bus Industry.

A salary and conditions package of £30k + bonus + car will be offered to the suitable applicant.

Applications including a full CV should be made to:

Miss Kathryn Ellis,
Personnel Office,
TDI Advertising Ltd,
10 Jamestown Road,
Camden,
London NW1 7BY

or telephone 0171 482 3000 for further information

68619/APP

London Transport Buses

Bus Service Tendering

During the 1997/8 financial year London Transport Buses will be inviting tenders for approximately one fifth of the London bus network.

If you have already submitted your pre-qualification documents then you need to take no further action at this stage. If you are interested and have not pre-qualified then documents are available by writing to:

Mr T Wynne, Buyer
London Transport Buses
172 Buckingham Palace Road
London SW1W 9TN
Tel: 0171 918 3812

If you would like to discuss bus service tendering opportunities within London, please do not hesitate to contact:

Kevin Smith on 0171 918 4810 or Mike Weston on 0171 918 3518.



**London Transport
Buses**

▼ Coach

Lucketts appoints new sales manager

FORMER group organiser **Ian Veness** has found the ideal home for his skills as Lucketts new sales manager.

The Fareham company appointed Mr Veness on the strength of his first-class knowledge of the market and of

by Mark Williams

coaches. He has 15 years' experience of working with larger companies, during which he regularly hired Lucketts' luxury coaches.

His main task will be to build tailor-made

packages for group organisers and individuals, and to build on existing business.

Lucketts gears up for a major launch of new holidays and a short breaks programme later this year.



Gary Maskrey: 15 years of experience

▼ Bus

Stagecoach gets a graduate

STAGECOACH Hampshire Bus has a new commercial officer at its Basingstoke headquarters.

James Lewis is a graduate of Worcester College of Higher Education, whose BA Honours degree was

dovetailed into part-time bus driving for Crosville Wales. Though a native of Aberystwyth, Mr Lewis' first and most recent job in public transport was with Kent County Council in Maidstone as public transport planner.

▼ Parts sales

Llandrad man ex-GKN

AFTER-MARKET autoparts sales company Llandrad Distribution has appointed **Gary Maskrey** its national sales manager. Mr Maskrey has 15 years' experience, having worked at GKN Autoparts, Valeo Distribution and Lynwood Engineering before taking his new post at Llandrad.



SUBSCRIPTION ORDER FORM

Coach and Bus Week is The news weekly for coach and bus operators. *Transit* provides vital analysis of, and information on, the UK public transport scene every fortnight. Together they make an unbeatable and invaluable package. All annual subscription rates include delivery by first class post. It is important to fill out all parts of this form. NB: *Transit* is not available on subscription without *Coach and Bus Week*.

Payment (Please tick as appropriate)

Coach and Bus Week

	1 year	2 years	3 years
UK	£49.00	£88.00	£125.00
Eire/Europe 1 year	£92.00	Airmail 1 year	£124.00

Transit (Existing Coach and Bus Week Subscribers)

	1 Year	2 years	3 years
UK	£72.00	£129.00	£183.00
Eire/Europe 1 year	£115.00	Airmail 1 year	£147.00

Coach & Bus Week and Transit (New Subscribers)

	1 year	2 years	3 years
UK	£121.00	£217.00	£308.00
Eire/Europe 1 year	£164.00	Airmail 1 year	£196.00

PLEASE ANSWER THE FOLLOWING QUESTIONS. YOUR COMPANY DETAILS

1. What is your primary job title? (Tick one only)

- Owner/Director..... ☐ 01
 Senior/General..... ☐ 02
 Engineering/Service Manager..... ☐ 03
 Other (please specify)..... ☐ 04

2. What is your company's main business function?

- Bus Operator..... ☐ 01
 Coach Operator..... ☐ 05
 Coach & Bus Operator..... ☐ 02
 Local Government..... ☐ 03
 Other (please specify)..... ☐ 04

3. How many vehicles does your company own/operate?

(Tick all that apply)

- | | Buses | Coaches |
|---------------|-----------------------------|-----------------------------|
| 1-5..... | <input type="checkbox"/> 01 | <input type="checkbox"/> 10 |
| 6-10..... | <input type="checkbox"/> 02 | <input type="checkbox"/> 11 |
| 11-15..... | <input type="checkbox"/> 03 | <input type="checkbox"/> 12 |
| 16-25..... | <input type="checkbox"/> 04 | <input type="checkbox"/> 13 |
| 26-39..... | <input type="checkbox"/> 05 | <input type="checkbox"/> 14 |
| 40-100..... | <input type="checkbox"/> 06 | <input type="checkbox"/> 15 |
| 101-400..... | <input type="checkbox"/> 07 | <input type="checkbox"/> 16 |
| 401-1000..... | <input type="checkbox"/> 08 | <input type="checkbox"/> 17 |
| 1000+..... | <input type="checkbox"/> 09 | <input type="checkbox"/> 18 |

4. Do you have responsibility for the recommendation/purchase and/or specification of the following?

(Tick all that apply)

- | | Pur | Spec | Rec |
|-------------------------------|-----------------------------|-----------------------------|-----------------------------|
| Vehicles..... | <input type="checkbox"/> 01 | <input type="checkbox"/> 12 | <input type="checkbox"/> 23 |
| Parts/Spares..... | <input type="checkbox"/> 02 | <input type="checkbox"/> 13 | <input type="checkbox"/> 24 |
| Oil/Fuel..... | <input type="checkbox"/> 03 | <input type="checkbox"/> 14 | <input type="checkbox"/> 25 |
| Breakdown..... | <input type="checkbox"/> 04 | <input type="checkbox"/> 15 | <input type="checkbox"/> 26 |
| Insurance/Finance..... | <input type="checkbox"/> 05 | <input type="checkbox"/> 16 | <input type="checkbox"/> 27 |
| Fuel Cards..... | <input type="checkbox"/> 06 | <input type="checkbox"/> 17 | <input type="checkbox"/> 28 |
| Training..... | <input type="checkbox"/> 07 | <input type="checkbox"/> 18 | <input type="checkbox"/> 29 |
| Venue/Attraction Tickets..... | <input type="checkbox"/> 08 | <input type="checkbox"/> 19 | <input type="checkbox"/> 30 |
| Ferry Crossing..... | <input type="checkbox"/> 09 | <input type="checkbox"/> 20 | <input type="checkbox"/> 31 |
| Hotel Bookings..... | <input type="checkbox"/> 10 | <input type="checkbox"/> 21 | <input type="checkbox"/> 32 |
| Theatre Tickets..... | <input type="checkbox"/> 11 | <input type="checkbox"/> 22 | <input type="checkbox"/> 33 |
| Other (please specify)..... | <input type="checkbox"/> 34 | | |

5. What type of work does your company undertake?

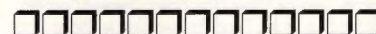
(Tick all that apply)

- Private Hire..... ☐ 01
 Day Excursions..... ☐ 02
 British Tours..... ☐ 03
 European Tours..... ☐ 04
 Local Government Contracts..... ☐ 05
 Emergency/Breakdowns Services..... ☐ 06

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at Realistic
Prices**

YEATES

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**1991 J MAN 10.180 JONCKHEERE
DEAUVILLE P35, 28/30 SEATS**

Exterior white, Interior grey C/S Moquette, Radio, Pa, Cassette, Wired for TV, Driver Operated Door, Exhaust Brake, Side Locker, Saloon, Toilet, Double Glazing, Tinted Windows, Curtains, Crew Seat, Air Suspension, Black Carpet to Gangway, Spare Wheel, 3 Part Screen, Peage Window, Servery at rear and Air Conditioning. Ref: 6766.

**1990 G LEYLAND SWIFT REEVE BURGESS
HARRIER, 39 LOW BACK SEATS**

Exterior White, Interior Grey Moquette, Automatic Gearbox, Telma, Driver Operated Door, Destination Gear, Drivers Partition, Luggage/Pushchair Compartment. Ref: 0969

**1996 N VOLVO PLAXTON PREMIERE 320,
53 RECLINING SEATS**

Exterior Cream & Red, Interior Brown Striped Moquette, Telma, Radio, Pa, Microphone, Cassette, Front Wheel Discs, Driver Operated Door, ABS, Webasto, Drivers Fan, Courier Fan, Tinted Windows, Double Glazing, Blinds, Seat Belts and Magazine Nets. Ref: 0168

**1996 N VOLVO B10M JONCKHEERE
DEAUVILLE 45, 49/53 RECLINING SEATS**

Exterior White, Interior Grey Striped Moquette, Exhaust Brake, Radio, Pa, Microphone, Cassette, Wheel Discs, Driver Operated Door, ABS, Pannier Locker, Rack Locker, Tinted Windows, Double Glazing, Blinds, Continental Door, Seat Belts, Magazine Nets, Crew Seat and Toilet. Ref: 0163

**1995 M VOLVO B10M PLAXTON PREMIERE
350, 46 RECLINING SEATS**

Exterior White, Interior Grey Moquette, Exhaust Brake, Pa, Microphone, Front Wheel Discs, Driver Operated Door, ABS, Pannier Locker, Aircraft Locker, Tinted Windows, Double Glazing, Curtains, Continental Door, Hot & Cold Water, Tea/Coffee Machine, Servery, Fridge, Drinks Trays on Seats, Magazine Nets, Armrests, Crew Seat, Black Gangway, Toilet. Ref: 0887

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OR CONTACT YOUR YEATES MAN**

**1995 M VOLVO B10M JONCKHEERE
DEAUVILLE, 49 RECLINING SEATS**

Exterior Multi Coloured, Interior Multi Coloured Moquette, Exhaust Brake, Radio, Pa, Microphone, Cassette, Driver Operated Door, ABS, Pannier Locker, Rack Locker, Tinted Windows, Double Glazing, Blinds, Continental Door, Tea/Coffee Machine, Seat Belts, Magazine Nets, Armrests, Black Gangway, Crew Seat and Toilet. Ref: 0871

**1995 PRIVATE VOLVO B10M JONCKHEERE
DEAUVILLE 45, 51 RECLINING SEATS**

Exterior White, Interior Grey & Red Moquette, Telma Retarder, Wired for TV/Video, Radio, Pa, Microphone, Cassette, Wheel Discs, Driver Operated Door, ABS, Side Locker, Rack Locker, Rear Window, Tinted Windows, Double Glazing, Curtains, Continental Door, Seat Belts, Black Carpeted Gangway and Toilet. Ref: 0291

**1994 L VOLVO B10M MK III VAN HOOL
ALIZEE, 52 RECLINING SEATS**

Exterior Maroon & White, Interior Grey & Red Moquette, Radio, Pa, Cassette, Wheel Discs, Driver Operated Door, ABS, Exhaust Brake, Side Locker, Toilet, Double Glazing, Tinted Windows, Blinds, Crew Seat, Footrests and Destination Gear. Ref: 6745

**1994 L VOLVO B12T JONCKHEERE
DEAUVILLE, 50 RECLINING SEATS**

Exterior Cream, Interior Brown Striped Moquette, Radio, Pa, Microphone, Cassette, Wheel Discs, Driver Operated Door, Air Conditioning, ABS, Webasto, Side Locker, Aircraft Locker, Tinted Windows, Double Glazing, Curtains, Continental Door, Seat Belts, Crew Seat, Toilet. Ref: 0286



**1993 K VOLVO B10M PREMIERE 350, 49/53
RECLINING SEATS**

Exterior White, Interior Grey Moquette, Radio, Pa, Cassette, Front Wheel Discs, Driver Operated Door, ABS, Exhaust Brake, Side Locker, Toilet, Double Glazing, Webasto, Tinted Windows, Curtains, Continental Door, Crew Seat, Seat Belts and Servery. Ref: 6785.

**1993 K VOLVO B10M MK III JONCKHEERE
DEAUVILLE 45L 50/53 RECLINING SEATS**

Exterior Cream & Red, Interior Brown Moquette, Radio, Pa, Stereo, Wheel Discs, Driver Operated Door, ABS, Telma, Side Locker, Webasto, Tinted Windows, Curtains, Continental Door and Crew Seat. Ref: 6876

**1992 J VOLVO B10M VAN HOOL (3.35)
52 RECLINING SEATS**

Exterior Blue, Interior Grey & Red Moquette, Radio, Pa, Cassette, Driver Operated Door, ABS, Exhaust Brake, Side Locker, Saloon Toilet, Double Glazing, Tinted Windows, Blinds, Continental Door, Crew Seat and Wiring for TV/Video. Ref: 6949

**1992 J VOLVO B10M PLAXTON EXCALIBUR,
49 RECLINING SEATS**

Exterior Silver and Blue Striped, Grey Striped Moquette, Exhaust Brake, TV, Radio, Pa, Microphone, Cassette, Wheel Discs, Driver Operated Door, Drivers Fan, Courier Fan, Pannier Lockers, Tinted Windows, Double Glazing, Blinds, Continental Door, Coffee Machine, Fridge, Crew Seat, Crew Compartment and Centre Toilet. Ref: 7053

**1991 H VOLVO B10M PLAXTON
PARAMOUNT, 49 RECLINING SEATS**

Exterior White, Interior Brown & Orange Moquette, Radio, Pa, Cassette, Driver Operated Door, ABS, Exhaust Brake, Side Locker, Toilet, Double Glazing, Webasto, Tinted Windows, Blinds, Continental Door, Crew Seat, Crew Compartment, Fawn Gangway, Fridge, Water Boiler. Ref: 6991

**1991 H VOLVO B10M PARAMOUNT 3500,
50 RECLINING SEATS**

Exterior Cream, Interior Brown Striped Moquette, Radio, Pa, Microphone, Cassette, Wheel Discs, Driver Operated Door, Driver's Fan, Pannier Locker, Aircraft Locker, Rear Window, Tinted Windows, Double Glazing, Decorative Curtains, Armrests, 2 Piece Windscreen. Ref: 0201

**1990 G VOLVO B10M JONCKHEERE
DEAUVILLE 45L, 51 RECLINING SEATS**

Exterior White Striped, Interior Grey Moquette, Exhaust Brake, Radio, Pa, Microphone, Cassette, Driver Operated Door, Side Locker, Rear Window, Tinted Windows, Peage Window, Double Glazing, Curtains, Continental Door, Tea/Coffee Machine, Armrests, Crew Seat, Toilet. Ref: 0224

**1990 G VOLVO PARAMOUNT 3500 LOW
DRIVER, 48 RECLINING SEATS**

Exterior Grey, White & Red, Interior Brown Moquette, Radio, Pa, Cassette, Front Wheel Discs, Driver Operated Door, ABS, Telma, Side Locker, Toilet, Double Glazing, Webasto, Tinted Windows, Blinds, Continental Door, Crew Seat, Air Conditioning and seat belts to all seats. Ref: 6863



**1990 G VOLVO B10M PARAMOUNT 3500,
49/53 RECLINING SEATS**

Exterior White, Interior Grey Moquette, Radio, Pa, Cassette, Front Wheel Discs, Driver Operated Door, ABS, Exhaust Brake, Side Locker, Toilet, Tinted Windows, Blinds, Continental Door, Crew Seat, Wiring for TV/Video and Hot Water Boiler. Ref: 6776.

**1991 H LEYLAND TIGER 290 PLAXTON
PARAMOUNT 3500, 51/53 SEATS**

Exterior White & Red, Interior Grey Moquette, Radio, Pa, Microphone, Cassette, Front Wheel Discs, Driver Operated Door, Drivers' Fan, Courier Fan, Pannier Locker, Rack Locker, Rear Window, Tinted Windows, Curtains, Continental Door, Armrests, Crew Seat and Toilet. Ref: 0288

**1989 PRIVATE DAF FHD BOVA FUTURA,
51 RECLINING SEATS**

Exterior White with Stripes, Interior Brown Striped Moquette, Exhaust Brake, Wiring for TV/Video, Radio, Pa, Microphone, Cassette, Driver Operated Door, Drivers Fan, Rear Window, Tinted Windows, Double Glazing, Curtains, Continental Door, Tea/Coffee Machine, Fridge, Seat Belts, Crew Seat and Centre Toilet. Ref: 0176

**1983 A DAF MB DKVL VAN HOOL ALIZEE,
49/53 SEATS**

Exterior White, Interior Brown Moquette, Wired for TV/Video, Pa, Cassette, Driver Operated Door, Drivers' Fan, Side Locker, Rack Locker, Rear Window, Tinted Windows, Peage Window, Continental Door, Seat Belts, Armrests, Crew Seat, Brown Gangway and Toilet. Ref: 0327

**1993 K DENNIS JAVELIN PREMIERE 320,
53 RECLINING SEATS**

Exterior Red and Cream, Interior Brown Striped Moquette, Radio, Pa, Cassette, Wheel Discs, Driver Operated Door, Telma, Side Locker, Double Glazing, Tinted Windows, Curtains, Continental Door and Crew Seat. Ref: 7028

**1989 PRIVATE DUPEL 425 CUMMINS
INTEGRAL, 53 RECLINING SEATS**

Exterior White, Interior Brown Coloured Striped Moquette, Telma, TV, Video, Radio, Pa, Cassette, Wheel Discs, Driver Operated Door, Drivers Fan, Integral Locker, Aircraft Locker, Rear Window, Tinted Windows, Peage Window, Double Glazing, Continental Door, Hot Water, Fridge, Armrests, Crew Seat and Toilet. Ref: 0262

YEATES

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